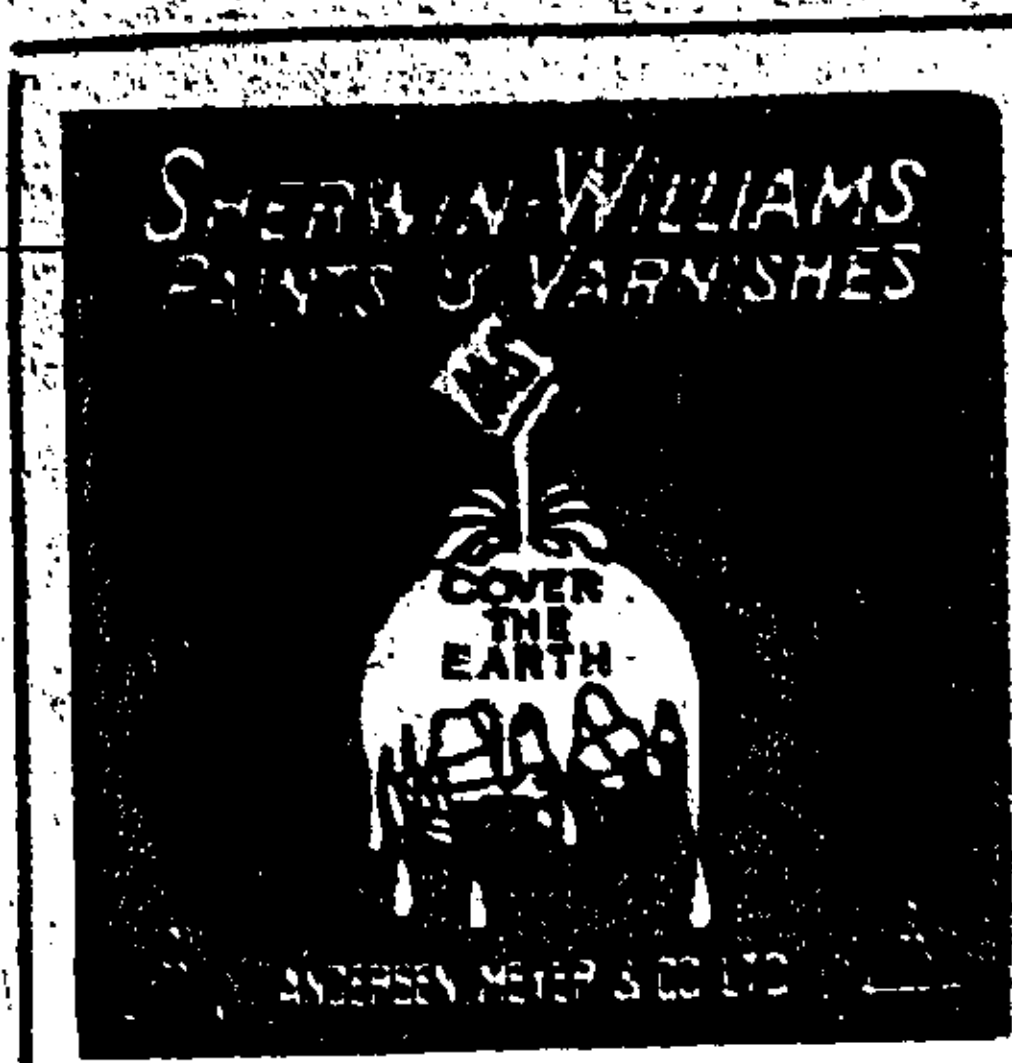




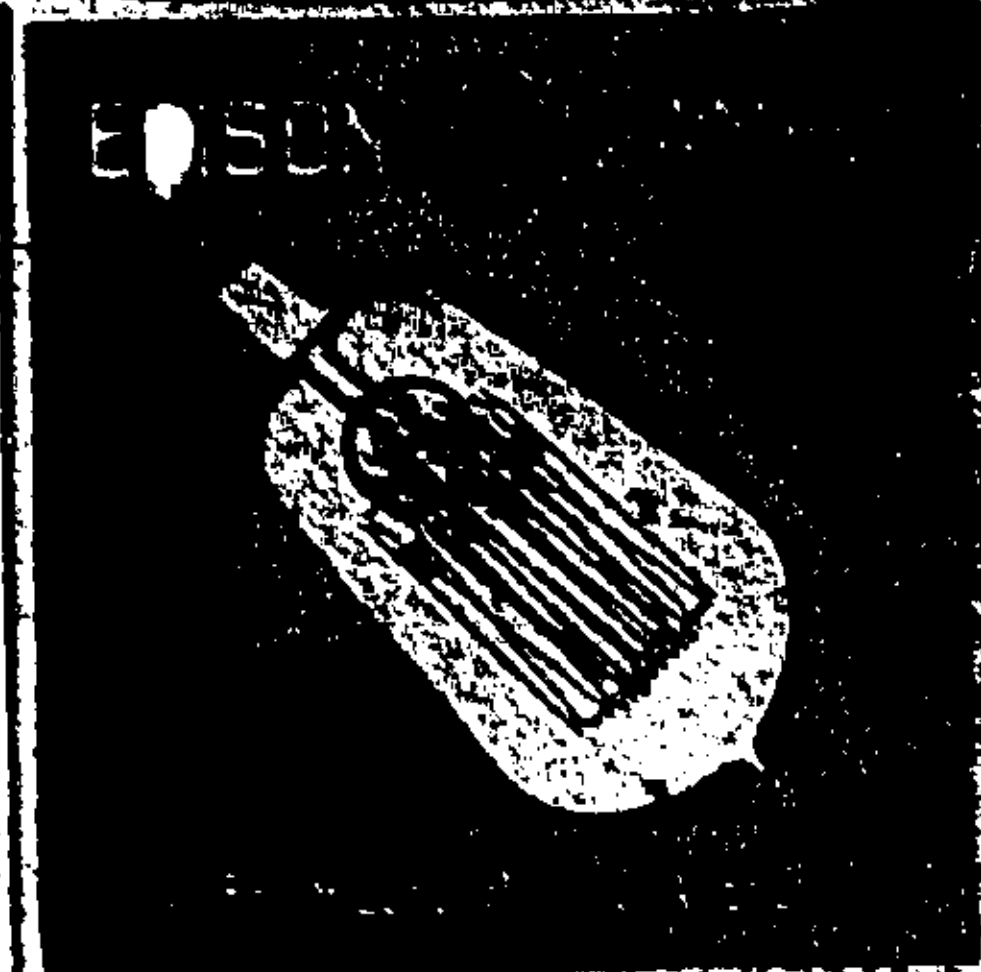
The Hongkong Telegraph.

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REUTER'S TELEGRAMS.

AMERICA'S TURN?

ECONOMIC AND INDUSTRIAL CRISIS.

London, May 5.
A telegram from New York says the United States is facing an economic and industrial crisis. Work is slowing down owing to the exorbitant wage demands.

A leading New York banker prophesies a money panic unless drastic curtailments of credit for non-essentials are enforced.

IRISH RAIDERS.

RAFFLED BY SIR ARTHUR VICARS.

London, May 5.
A midnight raid for arms was carried out at the residence of Sir Arthur Vicars, in County Kerry.

Sir Arthur was writing in his library when he was knocked up and admittance demanded in the name of a District Inspector of Police but refused. The massive doors were then smashed in with sledge-hammers and axes, when Sir Arthur found himself surrounded by a hundred men. Fifteen entered and demanded the arms which were in the strongroom, but the keys were refused, despite the fact that fifteen guns were levelled at the head of Sir Arthur Vicars, who, asked if he were prepared to meet his God, replied "Far better than you."

Ultimately the raiders' courage failed. The strong room did not yield to attacks, and the raiders decamped after firing a pistol into the kitchen to frighten the servants.

Sir Arthur Vicars was formerly Ulster King-of-Arms and Registrar and Knight Attendant on the Order of St. Patrick. He is a well-known authority on art, archaeology, heraldry and genealogy.

SOVIET AND ARMENIA.

ATTRACTIVE OFFERS.

London, May 5.
Soviet agents are endeavouring to induce the Armenian Dashnakists, who are behind the Erivan Government, to accept Soviet control of foreign relations in Armenia, in return for Soviet promises of internal independence. The Soviet agents are furthermore offering military aid and the same territorial concessions as the Entente have offered.

LEAGUE OF NATIONS.

London, May 5.
The fifth session of the League of Nations is to be held at Rome on May 15 to discuss arrangements for the first meeting of the Assembly of the League, the League's Budget and the constitution of the permanent Commission on questions of disarmament under Article Nine of the Covenant.

BAKU SURRENDERS TO BOLSHIEKS.

London, May 5.
The Times correspondent at Constantinople says Baku surrendered after a brief bombardment by the Soviet Fleet. Six thousand Bolshevik troops are occupying the town.

THE GOLD CASE.

London, May 5.
The appeal of the defendants in the gold case, cabled on the 3rd inst., has been dismissed, but the sentences have been altered to £500 in each case.

AMERICAN RAILWAYS.

ASKING FOR INCREASED FREIGHTS.

Washington, May 5.
The Association of Railway Executives has requested the Inter-State Commerce Commission to permit an increase in freights in order to enable the railways to raise \$1,017,000,000 so as to bring their income to the six per cent. basis for which the Transportation Act provides.

U.S. PEACE RESOLUTION.

WILL IT BE VETOED?

Washington, May 5.
Officials are of opinion that the Knox peace resolution in regard to Germany, which is being debated in the Senate to-day, is certain to be vetoed by President Wilson, if adopted by Congress.

AMERICA APPROVES GREEK CLAIMS.

Washington, May 5.
The Senate has favourably reported on Senator Lodge's resolution urging that Northern Epirus and twelve Aegean Sea islands off the western coast of Asia Minor be awarded to Greece.

A U.S. DEFICIT.

Washington, May 5.
The operation of the country's telegraphs and telephones during the war shows a deficit of fourteen million dollars.

FRENCH MINING RESTORATION.

Paris, May 5.
The first shaft of restored coal mines in the devastated regions has been opened at Amiche. It is furnished with improvements compared with pre-war conditions.

REUTER'S TELEGRAMS.

IMPERIAL DEFENCE.

INTERESTING SPEECHES IN HOUSE OF LORDS.

London, May 5.
In the House of Lords, Lord Haldane asked for the Government's policy as regards the Committee of Imperial Defence and the Committee's relation to the war staffs of the Army, Navy, and Air Force. He paid tribute to the Committee as the most efficient way of bringing the Dominions into consultation. The Committee had provided a roof under which overseas Ministers could come without the slightest sense of sacrificing independence. He recommended the retention of the committee as an ideal organisation for affording intercourse and co-operation between the Army and Navy and as according more with the constitution of the Empire. Lord Curzon, replying, said that the Committee was an advisory one and had no executive authority. It had thoroughly justified itself both before and during the war. He denied that the war found us unprepared. Our war book was not only superior to anything of the same kind existing in any other country but the actual degree which it had been prepared for all ensuing developments, exceeded that of even our ablest and most scientific foe. The Defence Committee was not extinct but it had not met during the last few years owing to the Peace Conference. The Imperial Communications Committee was also actively operating. The scheme for future Imperial defence must be largely suspended until all the Treaties had been drawn up, especially that of Turkey. The Defence Committee's work would be co-ordinated with the British branch of the League of Nations. It would be unwise to indicate too definitely our Imperial defence policy until after the weighty decisions of the forthcoming Imperial Conference. Some thought that the effects of such Conference would be a form of Imperial Cabinet either for war purposes or generally.

SOUTH AFRICAN AIRMEN.

HONOURED IN LONDON.

London, May 5.
Prince Albert, the Marquis of Londonderry, Lord Morris, Sir George Perley, Sir Thomas Mackenzie and Mr. Blanckenberg were present at a luncheon given by the Imperial Air Force Committee in Connaught Rooms, under the presidency of Lord Desborough, in honour of Vandynveld and Brand, pioneers in the London-Cape flight.

Responding to the loyal toast, Prince Albert congratulated Vandynveld and Brand, who had done so much to add lustre to the name of South Africa in particular and the British Empire in general. (Cheers). "Their dogged pertinacity, courage and wonderful spirit are well worthy of the traditions of British exploration." (Cheers).

Lord Londonderry, in a speech, emphasised that the service he represented was a struggling service. It had by its side great sister services based on traditions of the past whose exploits had existed in history for a hundred years, while the achievements of the Air Service dated only from the present century. But aerial navigation, with its immense possibilities and colossal potentialities, required all their assistance, energy and sympathy to hasten the advent of its immense future. He asked his hearers to do what they could in all parts of the world to show to a doubting public exactly what could be achieved by this novel method of transit and transport.

BRITISH EMPIRE EXHIBITION.

A BIG FORTHCOMING EVENT.

London, May 5.
The President of the Board of Trade will shortly ask Parliamentary authority to contribute £100,000 to the guarantee funds of the forthcoming British Empire Exhibition which it is proposed to hold in London, with the object of demonstrating the resources and manufacturing capacity of the Empire. The scheme, initiated by Lord Strathcona in 1913, was revived after the Armistice. Two independent organisations for similar objects have agreed to amalgamate and a Joint Executive Committee has been formed under the chairmanship of Lord Morris. The Prince of Wales has consented to act as President of the General Committee. The Lord Mayor will shortly hold a public meeting in the Mansion House to formally launch the project and invite contributions to the guarantee fund.

THE BOLSHIEVISTS.

REPORTED TO HAVE ENTERED GEORGIA.

Constantinople, May 5.
The Bolsheviks are reported to have entered Georgia, west of Darjals Pass and south of Vladikavkaz.

THE CAIRO DISTURBANCE.

ORDERLIES, NOT OFFICERS, WOUNDED.

Cairo, May 5.
It was two British orderlies and not two officers who were wounded, as cabled on May 4.

THE MEXICAN MUDDLE.

Washington, May 5.
Official advices state that General Pablo Gonzalez, hitherto regarded as one of Carranza's staunchest supporters, has joined the revolution in Mexico. He was a few miles east of the capital on May 2, with two regiments, and had cut both railways to Vera Cruz. A despatch from Nacori, Sonora, says the Revolutionists have appointed Adolfo Huerta as Provisional President.

AMERICAN PROTEST TO BRITAIN.

Washington, May 5.
Eighty-eight members of American House of Representatives have signed a cablegram which is being sent to Mr. Lloyd George protesting against the imprisonment without trial of persons arrested in Ireland for political reasons.

REUTER'S TELEGRAMS.

PARLIAMENTARY ITEMS.

MR. BONAR LAW HAS A BUSY TIME.

London, May 6.
In the House of Commons, replying to Viscount Curzon with regard to the trial of war criminals, Mr. Bonar Law said the matter was discussed at San Remo and it was understood action was being taken in Paris, but he declined to give partial information until he knew what was being done.

Replying to questions with regard to Sinn Féiners boycotting ex-Service men in Ireland, who were consequently unemployed, Mr. Bonar Law said the Government is fully alive to the difficulties of ex-Service men and is doing what it can to relieve the position.

Replying to Mr. Spoor, Mr. Bonar Law agreed that the territory now occupied by Poland exceeded the boundaries assigned to Poland by the Supreme Council.

Col. Wedgwood suggested that the Polish Government be informed that no amount of fighting would alter the boundaries.

Mr. Bonar Law replied that Poland was quite aware of that. Replying to Major Mackenzie Wood, Mr. Bonar Law said the Government was not supporting the Polish attack on Russia, morally or materially. The Government had not put pressure on Poland in the direction of peace.

Replying to Dr. Murray, Mr. Bonar Law said the Government opined that the action of the Japanese in Siberia was not such as required the approval of the Allies.

THE PRINCE OF WALES.

DRIVES HIS OWN TRAIN.

Masterion, New Zealand, May 5.
The Prince of Wales from Napier to Wellington drove the locomotive of the Royal train for sixteen miles.

A WONDERFUL RECEPTION.

Wellington, May 5.
The Prince of Wales arrived this evening. His reception in the Capital reached a superb climax with wonderful demonstrations from houses overlooking the two mile route to Government House, which took the Royal procession one hour to traverse. The illuminated and decorated streets were crowded with spectators overflowing with enthusiasm.

AUSTRALIAN GOVERNMENT AND OIL FUEL.

AGREEMENT WITH ANGLO-PERSIAN COMPANY.

Melbourne, May 5.
The Commonwealth House of Representatives has agreed to the reading of a Bill approving of an agreement between the Government and the Anglo-Persian Oil Company to supply oilfuel to Australian ports. The Company will form a refining undertaking with a capital of £500,000, the Commonwealth taking up £250,000 of stock, also undertaking to protect the Company financially against dumping and unfair competition.

THE HUNGARIAN TREATY.

ALLIES REPLY TO OBJECTIONS.

Paris, May 5.
The Ambassadors' Council's reply to the Hungarian objections to the proposed Treaty has been delivered. It explains the reasons for the inability to modify the frontiers assigned to Hungary and states that the application of a plebiscite in the regions where the populations are most confused would encounter insurmountable difficulties. Certain concessions are made in the application of principles in the outside territorial clauses. The Hungarian reply is due on May 16.

FRENCH LABOUR TROUBLES.

Paris, May 6.
It is officially opined that the collapse of the railway strike is imminent, but the metal workers are calling a strike for to-day to protest against the May Day arrests of Labour leaders.

A Lille message says the Pas de Calais miners have passed a resolution in favour of a strike. The miners in the Anzin Basin are being called out to-day.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

THE BOMB-TOKIO FLIGHT.

Shanghai, May 6.
Masiero leaves for Canton and Ferrara for Tsingtao on Sunday morning at ten o'clock. There is a possibility of their attempting a start on Saturday morning but this is unlikely. To-day a rain necessitated the calling off of the start which was scheduled for Friday morning. The aviators are the guests of Chinese official at a banquet to-night.

PENANG FRICTION.

Singapore, May 5.
A message from Penang states that the Assistant Traffic Manager, F. M. S. Railways, Mr. Hooke, has been summoned to appear at the Police Court by the cashier of the Standard Oil Company, Goon Koon Lee, on a charge of passing hurt. There is a cross summons on a charge of trespass.

CIVIL SERVANTS' SALARIES.

SOME IMPORTANT DECISIONS.

There has been a general air of expectancy among local civil servants since we announced a few days ago the receipt in the Colony of the decision of the Secretary of State for the Colonies on the recommendations of the Civil Servants Salaries Commission.

It was known that the decision was of such a nature as to involve a good deal of departmental work, before any general statement could be issued as to what will be the effect of the document.

We have been making enquiries, and we have gathered one or two facts on the matter. The first is that the new rates of salary (whatever they are) will become payable as from January 1st last and from that date also all such sums as duty pay, separation allowances and the temporary percentage on salaries will be deemed to have ceased. It is intended that the new salaries shall, as a general rule, include the allowances of various kinds which are now paid to certain officers for particular duties; in other words, that as far as possible all regular income of officers be counted as salary.

Sterling salaries will now be payable at the exchange rate of 2/- to the dollar, which is a variation of the previous ruling of 80 per cent at 1s 9d, and the remainder at the prevailing current rate. A modification is made in the rules as to acting appointments, this being to the effect that an officer acting for a superior officer who is on leave shall receive the salary due to an acting officer under the existing regulations from the date of assuming the duties of the acting appointment.

Officers not entitled to free quarters but occupying quarters supplied by the Government will pay rent for them at the rate of 6 per cent upon their salaries, this being effective as from January 1st last. The existing regulations regarding rent and house allowances remain otherwise in force. Deductions on account of Widows' and Orphans' Pensions Fund shall be the same as at present.

Regarding salaries of subordinate officers (native and Indian) there will be a permanent increase of 20 per cent in the case of all officers receiving less than £480 a month and not in receipt of free married quarters. Officers drawing less than £480 per annum but having free married quarters will receive a permanent increase of 10 per cent. All officers drawing not more than \$360 per annum will receive a temporary rise allowance of \$1 per month. These arrangements have effect from May 1st, but do not apply to the Clerical Staff nor to Indian or Chinese Police Sergeants, Lance Sergeants, or Constables; nor to Indian Gaoi Wardens or Guards; nor to men in the engineering trades whose case falls within the terms of the recent strike settlement. They apply otherwise to all labour which is in any sense in the regular employment of the Government, but do not cover the case of men who are engaged for brief periods at the market rate of wages.

Pending reports by Heads of Departments as to how the increases decided on affect civil servants generally, nothing can be reported on that matter. The opinion is abroad that the increases will fall short of what was expected.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s 11 1/2d.

LADY BONHAM-CARTER.

According to "A. Wayfarer" writing in the Morning Lady Bonham-Carter has received ten invitations to stand for Parliament. The committee of the National Union of Women's Suffrage Societies has been asked to nominate her.

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LAST ZEPPELIN RAID.

GERMAN ADMIRAL'S
STORY.

On August 30, 1917 (says Admiral Scher in his view book), the Order pour le Merite was conferred on Captain Strasser (leader of the Zeppelins that raided England). I took the opportunity of handing him this distinction personally. It is to Captain Strasser's credit that he developed Count Zeppelin's invention to military perfection, and made the airship a weapon of great efficiency, besides rousing the enthusiasm of the crews of the airships by his example. He was the life and soul of the whole, and made everyone under his command share his conviction that airships had a great future before them. He was particularly gifted in estimating meteorological conditions. He had an almost prophetic instinct for the weather. How often we have had to apologise mentally to him when in apparently favourable weather the airships did not go out, for he was always right, and shortly afterwards there was invariably a change in the weather which would have endangered the ships and made their return impossible.

But he recognised no such thing as insurmountable difficulties; the stronger the enemy's defence grew, the more energetically did he concentrate on counter-measures. Thus he sent his ships up higher and higher, and ultimately they worked at an altitude of 6,000 metres—a height which was considered impossible at the beginning of the war. For this he needed elbow-room and sympathetic cooperation in his technical suggestions. His organisation of the airship service did not immediately place him in such a position as to get his demands satisfied quickly enough. Moreover, he was hampered by all sorts of difficulties connected with technical administration. Those in command of the Fleet, however, did not rest until the organisation had been changed so that he could have free play in the conduct and development of the airship service.

CAPTAIN STRASSER'S
ENTHUSIASM.

Captain Strasser took part in most of the airship raids, although permission was often given him very grudgingly. The loss of airships was so considerable that I was always afraid that one of these days he would not come back, and he was too valuable to the airship service for such a risk. But just because the difficulties always grew, I had to admit that he was right in considering it necessary for himself what conditions were like on the other side, so as to judge what he could demand of his crews, and how he could improve the efficiency of the ship.

An attack in October, 1917, brought about the loss of five airships out of the eleven which set out. This was due to such a strong head wind setting in that four ships were blown far over into France, and one, though it reached Middle Germany, was lost in landing. The six others, thanks to their timely recognition of the change in the weather conditions, came home safely. The individual ships had more than the usual difficulty in determining their positions, because the angles from the directing stations became very steep when the ships were over the South of England, and consequently the calculation of their positions was less accurate.

ZEPPES' PAINFUL SET-BACK.
Another very painful set-back for navigation by airships occurred in January, 1918, when owing to the spontaneous combustion of one of the airships in Ahlholm, the fire spread by explosion to the remaining sheds, so that four Zeppelins and one Schütte-Lanz machine were destroyed. All the sheds, too, with one exception, were rendered useless.

After this the Fleet had, for the time being, only 9 airships at its disposal. From the autumn of 1917 onwards, the building of airships had been restricted, because the material necessary for the building of aircraft was needed for aeroplanes for the army. From that date only one ship was placed on order every month. But even this did not prevent us from repeating our attacks on England from time to time, though we had to be careful to incur no further losses, so as not to be without airships for the scouting, which was so important for the other activities of the Fleet.

On August 5, 1918, the airships of the Navy attacked England for the last time. Capt. Strasser was on board the "L 70," the latest ship, commanded by Lieut. Commander von

THE STRAIGHT STEM.

NAVAL ARCHITECTS
VIEWS.

A naval architect writes in the *Journal of Commerce* as follows:—The form of the stem of a ship is obviously an important feature in the design of a ship. It is not surprising then that the recent speech of Capt. A. F. Young at the Shipmasters' dinner at Liverpool has created a great deal of interest, particularly among seamen, who, after all, should know far more about the most desirable form of stem than naval architects provided both have the same powers of observation and judgment. Shipmasters are the proper people to take up a question of this kind. One cannot from experience expect large financial trusts who distribute their losses to take a keen interest in such matters.

The writer, a naval architect, is somewhat diffident in pronouncing definitely upon the question at issue one way or another, because the conditions necessitating on one trade route the use of a straight stem, on another route would permit a raked stem such as was suggested by Captain Young. Taking, however, the definite issue "Will the raked stem of a colliding ship do less serious underwater damage than a straight stem?" there can be no doubt whatever that the answer is "yes."

Though the writer did not have the good fortune to hear Capt. Young's speech, it is presumed that his opinion was given in answer to this question. Whether in order to bring this opinion into greater prominence he introduced a little local colouring such as is implied in the extraordinarily framed questions to be put to the Shipping Controller on the matter is not to the point at all. That may be described under the heading of journalistic licence. Captain Young is right or wrong. If he is right he seems to have more courage than the ordinary civil servant by trying to influence public opinion to support him in pressing his view before

Lotzner. He did not return from this journey; his ship was the only one of those that took part in the raid that was shot over England. Thus this leader followed his comrades who had preceded him and to whom he had always given a glowing example. The value of airships as a weapon has been much called into question. In the beginning of the war, when seaplane-flying was quite undeveloped, they were indispensable to us. Their wide field of vision, their high speed, and their great reliability when compared with the possibilities of scouting by warships, enabled the airships to lend us the greatest assistance. But only in fine weather. So the Fleet had to make its activities dependent on those of the airships, or do without them.

WHY THE ATTACKS CEASED.

A weakish fleet needs scouts to push as far in advance as possible; scouts, too, which can make observations without being driven off. The airships could do this. The danger from aeroplanes only arose later, and was never very serious at sea; but over the land it was extremely unpleasant. Although as a rule an airship can mount more quickly than an aeroplane, yet it has far less chance of hitting its opponent. Ultimately the airships were forced so high up that they were beyond the power of human endurance (altitudes of more than 6,000 m.). That meant the end of their activities as an attacking force. But for far-reaching scouting they retained their importance and their superiority to other aircraft, for they can remain in the air much longer and are independent of assistance from other ships. But the bigger they grew the rarer grew the opportunities, because of the difficulties of getting them out of the sheds, and later on of their landing.

We have no reliable information as to the results of their attacks. They were the first war engines which scared the English out of their feeling of security on their island, and they forced them to organise a strong defence. To judge by this, their visits must have been regarded as a very considerable menace.

We may probably look upon the military career of the airship as over and done with. But the technical side of airship navigation has been developed in such a high degree by our experience in war that airship traffic in peace times will derive great advantages from it, and the invention of Count Zeppelin will be preserved as a step in the progress of civilisation.

the Board of Trade. Moreover, public opinion—seafaring opinion should do all they can to support him. If he is wrong, no doubt that Department will speedily bring him to book.

By way of supporting Captain Young's contention, suppose that a ship runs into a dock wall higher than the fore-castle head. If the stem is sufficiently raked forward or if the speed is sufficiently low, the stem head will be thrust aft, whilst the underwater portion of the stem is quite uninjured. The writer knows of cases in which the stem head of a colliding ship with a spoon bow has been crumpled up, but no damage to the ship's underwater plating has resulted. Now going to the other extreme, that of a light warship with a stem raking aft, or with a ram bow (not a box for ramming, the result of a similar collision will, or at least may be, that the damage is wholly below water. If the collision is between two ships it is clear that the damage to the rammed ship in the one case may be entirely above water, in the other it may be entirely below water. On general grounds, therefore, the stem with a rake forward is better for the purpose in view, minimising serious damage, than one raked aft. The vertical stem is one which has at least every opportunity of doing damage along its whole length, not only above water, but also below water. In collisions the ships are rarely following a straight course. One or other is swinging under the action of the rudder or screw. Generally also one or other is moving ahead with engines reversed, and therefore largely out of control of the rudder, but still swinging under the influence of the screw. In general, therefore, the blow is not wholly direct.

Only cases in which the stem itself meets the side of the other ship need be considered, and of these there are two. (1) Where the stem head is above the deck of the other; (2) where the stem head is below. A forward-raked stem, in the former, will meet first the region of greatest resistance, viz., at the upper sheer strake, stringer plate and gunwale angles, always a most strongly and stiffly constructed portion of the ship. It will cut its way through the side plating and deck plating, encountering considerable and increasing resistance as the penetration increases. No underwater damage will be done until the side plating is cut down to the water's edge. In the latter case, the stem head will readily penetrate the side plating below the deck, but it will have to tear the side plating in a horizontal line as well as cut it in a vertical line, and again will meet considerable though less resistance.

It has been contended that a raked stem acts as a raked knife, and so facilitates cutting through the stem. This is quite true, but it also acts as a spring by applying the load gradually and easing up the blow, quite possibly, as, probably to such an extent as to prevent damage to the underwater portion of the hull. A vertical stem on the other hand receives the full force required to stop the colliding ship along the whole length of the stem, and not first at a point as the raked stem. The intensity of the force, owing to this distribution is much less, but it is communicated to the underwater portion of the hull for many feet below the waterline and is always sufficient to destroy the water tightness of the shell plating.

An important point to be borne in mind is that damage in the neighbourhood of the waterline can be very easily attended in a temporary fashion, because the head of water is small, whilst to rig a collision mat or to stop a rush of water through a hole of even moderate dimensions several feet below water is extremely difficult and well nigh impossible. No. Without doubt, Capt. Young is right if he limits his suggestion strictly to the question put above. The writer agrees with Messrs. Alfred Holt that the raked stem is certainly a means of reducing the damage from collision. Whether a raked stem of the rake they suggest can always be applied will depend chiefly on terminal facilities. A ship with 20 feet freeboard at the stem will be increased in length about 6 ft., quite an unimportant amount.

There is one feature about a sharp raked stem which should be mentioned. If the stem head is below the deck of the struck ship, and indeed in any case there is less possibility of the blow glancing, because the point of the stem will stick, whilst the vertical stem might slip along the ship's side.

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THEATRICALS.

STAR PLAYERS COMING EAST.

Judging by the following from the *Daily Chronicle*, Hongkong has a big theatrical treat in store:

Miss Jeanette Sherwin, Mme. Amy Sherwin's attractive young daughter, who recently made such a success as the French girl in Mr. Arnold Bennett's "Sacred and Profane Love" at the Aldwych, has been chosen by Mr. H. B. Waring for his leading lady for his forthcoming theatrical tour of India and the Far East.

Sailing for Calcutta in mid-April, they hope to open at Simla a month later, and, having made a tour of India, will visit China, Japan, and Burma, the Straits Settlements, East Africa, and Mesopotamia, being away about a year.

It will be an invaluable experience, though Miss Sherwin's work will be heavy, for among the roles which she is to sustain are Juliet in "Romeo and Juliet," Portia in "The Merchant of Venice," Lady Ursula in "The Adventure of Lady Ursula," Lady Clara in "The Choice," and Peggy in "The Butterfly on the Wheel."

FAR EASTERN GARRISONS.

STRENGTH OF BRITISH TROOPS.

The following is the cost of various troops stationed in Far Eastern garrisons, exclusive of Indian or local troops:

SINGAPORE AND STRAITS SETTLEMENTS.
1 Battalion of Infantry (933 of all ranks) £182,325
Royal Garrison Artillery (160 of all ranks) 34,472
Royal Engineers (20 of all ranks) 5,007
Other Corps and Departments (86 of all ranks) 20,686

HONGKONG.
1 Battalion of Infantry (933 of all ranks) £182,456
Royal Garrison Artillery (211 of all ranks) 45,315
Royal Engineers (42 of all ranks) 10,517
Other Corps and Departments (141 of all ranks) 35,935

NORTH CHINA.
Corps and Departments (37 of all ranks) 28,723
Details of colonial troops and Indian troops in the various garrisons are omitted, although approximately known. The above figures are supposed to represent the strength of the British troops on April 1, 1920, and the amount of money taken for them. *L. C. Express.*

CHILDREN'S CHARTER.

NO EMPLOYMENT UNDER 12.

The provisions of the Education Act, 1918, relating to the employment of children, have now come into operation.

This Act is the Child's Charter. No longer will it be permitted to employ, at any time, and by any person other than a parent, a child under the age of 12 years.

Children over 12 may not be employed on school days until after school hours, unless the local authority, by by-law, specially allows it.

In certain specified occupations children over 12 may be employed under by-law before school hours, but in such cases, their employment must be limited to one hour, not before 5 nor after 9 a.m., and their employment after school hours must not exceed one hour, and not later than 8 p.m.

During holidays employment may not begin before 6 a.m., nor may it continue after 8 p.m., and no power is left to the local authority to allow by by-law a longer period of employment. No child under 14 may be employed in street trading.

KOWLOON NOTES.

(BY "THE FERRYMAN.")

We have had another proof of the activity of the Kowloon Residents' Association by the publication, since my last notes appeared, of a further batch of most interesting correspondence with the Government on the subject of house rentals. Out of that exchange of opinions the Government has come a decided second-best. Unable, or unwilling, to controvert the illuminating figures cited by the Association in regard to Humphreys Buildings and Knutsford Terrace, it has "taken cover" by intimating that no useful purpose can be served by discussing the matter further.

The principal point, however, is that no effort has been made to supply the additional information which the Association sought. If either the Government or the Humphreys Estate Company wanted to be candid, nothing could have been easier than to have separately given the cost of land and buildings so far as Humphreys Buildings are concerned. Lumping the two sums together makes it impossible for anyone to dissect the figures and get down to hard facts.

The Government attitude, apparently, is that the housing problem is best dealt with otherwise than by limitation of rents. There is something to be said for that contention, but what cannot be overlooked is that the Government itself, in the case of the new Humphreys flats, has definitely limited the standard of rent.

More than that, the Government says, in one of its letters, that the present alleged return of a little over eight per cent. on Humphreys Buildings does not warrant interference. Surely the inference is that if the return is above that standard, a case for intervention would be made out. And the Association's figures were cited precisely to show that the real return might very well exceed the alleged eight per cent. That being so, it would, to say the least, have been rather more gracious on the part of the Government if it had shown some evidence of having carefully considered the figures quoted.

Have you noticed how very interested present-day candidates, either for the Sanitary Board or the Legislative Council, profess to be in Kowloon? Both Mr. Lowe and Mr. Hough gave considerable space in their Election Addresses to Kowloon matters. The former, who has been returned, said he would do all he could to push forward the promised Kowloon Hospital, "to prevent unnecessary suffering and loss of life." Well, I hope he will get busy right away. Some time back, the K.R.A. wrote to the Government on this question, but I have not seen any reply published in the papers.

Mr. Hough, in his address, spoke of the necessity of vast improvements in Kowloon and in the ferry service, and also urged the need for tramways and a hospital. I hope Mr. Lowe will take up all these questions. Anyhow, it's surprising what a number of friends Kowloon has, isn't it? As the Grape Nuts advertisements say, "There's a Reason!"

I see a committee at Home has reported on the best means of fostering solidarity amongst British communities overseas. Now, if it had only devised a scheme for breaking up the 557 divisions of society in this Colony, or hit upon some method by which Peak ladies would recognise the right of Kowloon womenfolk to occupy a small place on the planet, it would have done something!

A COMPLETE AERATED WATER PLANT FOR SALE.

The plant is made in Messrs. Blandy & Houghton, Ltd., Manchester, and guarantees perfect working order. The complete plant will run 2,400 dozen Aerated Waters per day.

KWONG SANG HONG LTD.

NOTICE.

KOWLOON BOWLING GREEN CLUB.

Season 1920.
Opening Day, Saturday 8th May.
The Committee and Members will be at Home, to their friends from 3.30 p.m.

J. N. R. Allen,
Hon. Secretary

KOWLOON BOWLING GREEN CLUB.

Bowls Competitions, Season 1920

Members are informed that the Entry Lists close on 10th May.
J. N. R. Allen,
Hon. Secretary.

NOTICE.

HONGKONG VOLUNTEER DEFENCE CORPS.

Members are reminded that the Nomination for Officers and N.C.O.s, having now been received, Balloting for the various Companies will take place at Headquarters on the following dates and times. Ballot papers will be issued at Headquarters.

Artillery Company 6.15 p.m. Monday, 10th May.
Engineer Company 6.15 p.m. Tuesday, 11th May.
Machine Gun Company 6.15 p.m. Wednesday, 12th May.
Infantry and Light Infantry Companies 6.15 p.m. Thursday, 13th May.
Scottish Company 6.15 p.m. Thursday, 13th May.
Mounted Infantry Coy. 6.15 p.m. Thursday, 13th May.
Reserve Company 6.15 p.m. Friday, 14th May.

G. F. E. RAPSON,
R.T. Major,
Adjutant,
Hongkong Volunteer Defence Corps.
Hongkong, 3rd May, 1920.

NOTICE.

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.
The thirty-ninth Ordinary Yearly Meeting of shareholders will be held at the Offices of the undersigned on Tuesday the 25th May 1920 at 11.30 a.m.

The Transfer Books and Register of Members of the Company will be closed from the 11th May to the 25th May, both days inclusive.

JARDINE MATHESON & CO., LTD.
General Agents.
Hongkong, 3rd May, 1920.

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs. Thoresen & Co. to sell by Public Auction on

Tuesday, the 18th May, 1920, commencing at 3 p.m. at their Sale Rooms, Duddell Street.

The Steamer "DAGMAR" as she now lies in the Menam River, Bangkok, with all her machinery, gear and appurtenances etc.

157 tons gross Reg. 921 tons net Reg. 1800 tons deadweight capacity on 17 feet mean draft. Speed 10 knots.

This steamer went ashore in the Gulf of Siam, was salvaged, and towed to Bangkok, where she was dry-docked and patched up.

Inspection orders on application to the East Asiatic Co. Ltd., Bangkok.

The steamer to be at purchasers risk after fall of hammer, when purchase money is to be paid.

For full particulars apply to LAMBERT BROS., Auctioneers.

Messrs. THORESEN & CO., Hongkong.

NEW ADVERTISEMENTS.



REYNOLDS DENNISTON

THEATRE ROYAL

TO-NIGHT

at 9.15 sharp.

Last 2 Nights

OF

The Popular

DENNISTON PLAYERS

TO-NIGHT

"THE UNKISSSED BRIDE."

SATURDAY.

Farewell Night and "Good-bye" to Mr. Reginald Wykeham.
Mr. W. D. Howard
Mr. Wm. Augustin
Mr. Vaughan Morgan
Mr. R. D. Clifton
Mr. Beebridge

The Comedy that is certain to Satisfy:

"OUR WIVES."

The Box Plans now open at MOUTRIE'S.

PRICES: 5s, 3s & 1s.

CANTON SEASON:
MONDAY, May 10th, "UP IN MABEL'S ROOM."
TUESDAY, May 11th, "FRIENDLY ENEMIES."
WEDNESDAY, May 12th, "NIGHTIE NIGHT."

ENTERTAINMENT

FRIDAY AND SATURDAY 7th and 8th MAY

AT THE ROYAL ARTILLERY THEATRE, VICTORIA BAR RACKS

in aid of the

CATHOLIC MEN'S CLUB

(St. Patrick's Hall, Garden Road)

FOR CATHOLIC SAILORS AND SOLDIERS.

Under the distinguished patronage of His Excellency the Governor and Lady Stubbs, Commodore V. G. Turner, R.N., and Colonel J. Young, Commanding the Forces in China.

ONE ACT PLAY

"The Conversion of St. George"
Major Law, Captain and Mrs. Bristow and Mr. E. A. Halford, Withshire Regiment.
Mrs. Kilgour.
Col. Cross, Lt. Franks, R.N., and other well-known Amateurs.

THOUGHT READING.

And VARIOUS ITEMS.

The Band of the 2nd Wiltshire Regiment will play.

Reserved Seats 2.00

Body of Hall 1.00

Sailors and Soldiers Half Price

BOOKING AT MOUTRIE'S

Commencing at 9.15 p.m. Doors Open at 8.45 p.m.

NOTICE.

KOWLOON CANTON RAILWAY (British Section).

The PUBLIC is notified that the trains advertised to leave Kowloon at 2.20 p.m. and Shum Chun at 9.04 p.m. on Wednesdays and Saturdays are liable to be cancelled in wet weather.

By Order, H. P. WINSLOW, Manager.

Hongkong, 6th May, 1920.

NOTICE.

THE ROYAL HONGKONG GOLF CLUB.

The Adjourned General Meeting of Members will be held in the Chamber of Commerce room, City Hall, on Monday 10th May at 5.15 p.m.

By Order of the Committee, L. S. GREENHILL, Hon. Secretary.

Hongkong, 5th May, 1920.

NOTICE.

ESTATE OF DENNIS KEBIR MOSS, DECEASED.

All persons having claims against or owing monies to the above estate are requested to notify the undersigned. For and on behalf of the Executor, E. A. M. WILLIAMS, c/o Lowe, Bingham and Matthews.

Hongkong, 5th May, 1920.

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION

Two Cents if not Prepaid.

A SMALL ADVERTISEMENT IN THRESH COLUMNS WILL BE PRODUCTIVE OF MANY ENQUIRIES

REPLIES AWAIT BOX No. 346 347 & 349

TO BE LET.

TO BE LET.—A five-roomed house at Peak, fully furnished and conveniently situated to be let from beginning of June for three, four months, rent \$250 per month. Apply P.O. Box No. 6.

FOR SALE.

FOR SALE.—Fire Site at Peak: 7 roomed House. Area 12,956 square feet. Further land available. Immediate possession. Apply Box 332 c/o "Hongkong Telegraph."

NOTICE.

THE CHINA FIRE INSURANCE COMPANY LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 51st ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4 Queen's Buildings on FRIDAY 21st MAY, 1920 at 12.30 p.m., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December 1919 and of declaring Dividends etc.

The TRANSFER BOOKS of the Company will be CLOSED from 8th May to 21st May, both days inclusive.

By Order of the Board, C. H. P. HAY, Deputy General Manager.

Hongkong, 4th May, 1920.

NOTICE.

THE HONGKONG ELECTRIC COMPANY LIMITED.

Notice is hereby given that the Thirty-First Ordinary General Meeting will be held at the Company's Offices, St. George's Buildings, on Saturday, 22nd May 1920, at 11.30 a.m. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 29th February 1920, and electing Directors and Auditors. The Transfer Books of the Company will be closed from the 15th to the 22nd May 1920, both days inclusive.

By Order of the Board of Directors, GIBB, LIVINGSTON & CO., Agents.

Hongkong, 4th May, 1920.

NOTICE.

IT is hereby notified that on the 21st May, at the Treasury of Macao, at 3 p.m. tenders are invited by verbal competition for the Monopoly of Opium, for the period of three years, commencing from 1st August 1920 to 31st July 1923.

All the terms and conditions for the tender can be obtained on application at the Portuguese Consulate in Hongkong, or at the Treasurer's Department in Macao.

PLINIO TINOCO, Treasurer.

Treasurer's Office of Macao, 22nd April, 1920.

WANTED.

WANTED.—Competent and experienced stenographer with good knowledge of English. Apply Chas. E. Richardson, Prince's Building.

WANTED.—One small puppy of good breed. No chow dogs. Please state age, breed, price, etc., when replying to Box 355 c/o "Hongkong Telegraph."

WANTED.—Young lady (British Nationality) desires position as Steno-Typist; has had previous experience of office work. Reply Box No. 349 c/o "Hongkong Telegraph."

NOTICE.

REPULSE BAY HOTEL.

SATURDAY, MAY 8th.

TEA DANCING FROM 4 TO 7 P.M. DINNER DANCE FROM 8 P.M.

SUNDAY, MAY 9th.

Orchestral Concerts during Tiffin and Afternoon.

NOTICE.

UNION INSURANCE SOCIETY OF CANTON LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 47th ORDINARY YEARLY MEETING of the Society will be held at its Head Office, Nos. 3 and 4 Queen's Buildings, Hongkong, on FRIDAY 21st MAY 1920, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December 1919, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from 8th May to 21st May, both days inclusive.

By Order of the Board, C. H. P. HAY, Deputy General Manager.

Hongkong, 4th May, 1920.

NOTICE.

BRITISH TRADERS' INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 54th ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4 Queen's Buildings, Hongkong, on FRIDAY 21st MAY 1920, at 12.45 p.m., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December 1919 and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 8th May to 21st May, both days inclusive.

By Order of the Board, C. H. P. HAY, Deputy General Manager.

Hongkong, 4th May, 1920.

MUSTARD & CO.

MAGNETIC

STOVES, RANGES and HEATERS.

TEL. NO. 1186.

PASSENGERS DEPARTED.

Per a.s. Empress of Russia.

Mr. W. Allen, Mrs. Alasworth, Mr. E. A. Aced, Mr. G. S. Adair, Mr. and Mrs. E. L. Arnold, Miss Anderson, Mr. Atwell, Mr. Wm. B. Benedikt, Mr. and Mrs. Birnbaum, Mr. C. Brown, Miss M. I. Bealor, Mr. Iddorio Benza, Mr. E. N. Blandy, Mr. W. A. Butterfield, Mr. and Mrs. Paul Benz and child, Mrs. H. A. Bowden, Mrs. L. J. Pyrrnes, Mrs. F. S. Brockman, Mr. G. H. Bowman, Mrs. Cook, Mr. J. S. Crull, Mr. and Mrs. J. C. Chatterjee and child, Mr. L. C. de Vos Nedereen Cappel, Mr. E. A. Coghlan, Mr. O. W. Charlton, Mrs. C. E. Cunningham, Mr. S. W. Czekanski, Mr. A. L. Carmony, Miss G. Crawford, Miss E. N. Crawford, Sir Paul and Lady Chater, Mr. and Mrs. Roy Dickerson, Mr. J. W. Deham, Mr. and Mrs. P. Das, Mr. F. S. Dean, Mr. and Mrs. B. Diaz, Mr. Le Roy Dayton, Miss Mary Dick, Mr. and Mrs. D. Englebert, Mr. E. E. Elser, Mr. and Mrs. J. R. Edmunds and children, Miss H. Erte, Mr. D. L. Fuller, Mr. Cesar Filoteo, Mr. and Mrs. Alex. Forbes, Mr. and Mrs. J. J. Figueredo and children, Mrs. J. S. Finch, Mr. J. R. Gutierrez, Mr. P. G. Garrett, Miss M. G. Griffith, Mr. Enrique Garcia, Mr. N. E. Gardner, Mr. and Mrs. H. J. Cedge, Miss H. Gubbay and sister, Miss Ethel Gibbison, Mr. A. H. Gordon, Mr. H. G. Gerin, Mr. P. J. Gallagher, Mr. and Mrs. Wallace Gordon, Mr. Wm. R. Hamma, Mr. W. E. Hanson, Mr. and Mrs. C. F. Henglin, Mr. and Mrs. Heath, Mr. Alex. Holst, Mr. J. T. Halle, Mr. and Mrs. R. E. Harvey, Mr. and Mrs. S. E. Hodge, Mr. T. Hoanhey, Mrs. Hewitt, Mrs. H. E. Hayward, Mrs. F. B. Ingersoll and son, Mr. and Mrs. R. L. Johnson, Miss M. J. K. Jardine, Mr. H. A. Jeffries, Mr. and Mrs. H. C. Johnson, Mr. A. Kopp, Mr. L. Kloyf, Mr. and Mrs. Kresle, Mr. P. Katigbok, Mr. E. L. Katigbok, Mr. A. Kalaf, Mr. and Mrs. Edw. Kelly and daughter, Mr. A. D. Kennedy, Mr. V. Kitchara, Mrs. L. A. Karanjia, Mr. R. G. Llorett, Mr. Peary Lol, Mr. R. G. H. Lander and child, Mr. Alex. Landokoff, Mr. Eric W. Little, Mr. and Mrs. E. J. Lowmes, Miss M. Lake, Mr. E. R. Murphy, Mr. J. Missry, Mr. Conrado Morente, Mr. Tito Monteclara, Mr. Ignacio Manilapas, Dr. Jessie A. MacBean, Master Robt. McDonald, Mr. J. Finlay Miller, Mr. and Mrs. G. C. Maxon, Mr. E. C. McCullough, Mr. and Mrs. C. F. Meyer, Mr. and Mrs. C. F. Massey, Mr. and Mrs. C. D. Meinhardt and infant, Mr. and Mrs. Massey, Mr. J. F. Mason, Mr. M. A. Mendelson, Mr. H. O. Moslin, Mr. and Mrs. H. E. Muriel and child, Mrs. Noretha and daughter, Mr. and Mrs. Frank Nordon, Mr. and Mrs. D. M. Nejsim, Mr. and Mrs. E. J. Phillips, Mr. V. Phillips, Lieut. R. P. Pagnin, Lieut. H. Pepler, Mr. O. E. Pomeroy, Mr. R. Pringle, Mr. Francisco Pascual, Mr. A. J. Pascual, Mrs. M. M. D. Pereira, Col. O. B. Perry, Mr. and Mrs. H. E. Pollock, Mr. H. H. Pethick, Miss Hortense Potts, Mr. T. E. Pearce, Mr. A. D. Rieky, Mr. J. C. Rockwell, Mr. H. P. Rowe, Mr. C. A. Ritter, Mr. J. De Los Reyes, Mr. Nicasio Reyes, Mr. and Mrs. S. B. C. Ross, Mr. and Mrs. Rodas and family, Mr. J. B. Reid, Mr. H. G. Rasmussen, Mrs. E. C. Rogers, Mr. F. de S. F. Rodriguez, Mrs. C. W. Rosenstock, Mr. W. Z. Sweet, Mrs. Spafford, Mrs. Soule, Mr. Schalusser, Mr. P. J. Schilling, Mr. and Mrs. Schults and child, Mr. B. Sykora, Mrs. R. R. Sanborn, Mrs. C. H. Saeper, Mr. H. Spencer, Miss M. Spencer, Mr. Paul H. Schatzmann, Miss R. L. Sanborn, Mr. J. W. Stoffers, Mrs. V. F. Stevenson, Mr. and Mrs. B. Lala Solta Singh, Mr. and Mrs. F. T. Tillson, Mr. D. D. Tripp, Mr. E. J. Towler, Mr. L. Tobias, Capt. Townsend Mrs. Geo. Thorntin, Mr. F. H. Tyson, Mr. R. M. Go. Teneo, Mr. and Mrs. Tapaortin and daughter, Dr. and Mrs. Manel

CONSIGNEES.

KONINKLYKE PAKETVAART

MAATSCHAPPY.

NOTICE TO CONSIGNEES.

From SINGAPORE, PENANG, BELAWAN DELI.

The Steamship

"VAN WAERWYCK"

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong & Kowloon Wharf & Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 13th of May will be subject to rent.

All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on the 12th of May at 10 a.m. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN.

Agents.

Hongkong, 6th May, 1920.

Teason, Mr. and Mrs. F. Vandele, Mr. E. Vistan, Mr. J. Vistan, Dr. E. M. Versola, Mr. Pacifico Vellita, Mr. Peter Vander Hass, Mr. and Mrs. C. H. Van Traa, Miss Lydia Vorobief, Major H. A. Wise, Mr. Wallich, Mr. B. F. Ward, Major Wheeler, Mr. E. W. White, Mr. A. Weid, Mr. J. F. White, Mr. and Mrs. B. Ward, Miss Wymenga, Major and Mrs. F. A. Wanklo, Mr. Davis Wood, Mr. J. Wilson, Mrs. Selva Waddington, Mrs. H. L. J. Wenner, Mrs. W. T. White and daughter, Mr. A. Warden, Mr. P. C. Waite, Mr. O. T. Waite, Mrs. J. W. Whitfield, Capt. and Mrs. R. N. Walker, Mrs. A. Woodford, Mrs. H. Williams, Mr. W. C. Younger, Mr. C. B. Younger and Mr. and Mrs. Dudley Yard.

PRIME MINISTER AND HONOURS.

Lord Ampthill presided at the annual convention of the National Party, at Central Hall, Westminster, and moved the adoption of the report of the Grand Council, which was seconded by Sir Richard Cooper, M.P., and carried. Lord Ampthill said that the National Party now had a strong isolated and advanced post, and when the Coalition was routed in disorder there would be a large accession to their organisation in spite of the shilly-shallying of Mr. Lloyd George. Brigadier-General Page Croft, M.P., moving a resolution in favour of early legislation to put an end to the practice of secret party funds and the sale of honours, said that he had issued a challenge to Mr. Lloyd George to the effect that he was prepared to go before a special commission and give evidence on oath that he, as Prime Minister, had recommended for titles men who were of moral ill-fame, and men who were financial "crooks." The resolution was carried.

CONSIGNEES.

OSAKA SHOSEN KAISHA.

From JAPAN PORTS.

The Company's Steamship

"HAVANA MARU"

having arrived from the above ports, consignees of cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf & Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 11th May, 1920 will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyor, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All claims must be presented within thirty days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSEN KAISHA.

Y. YASUDA,

Manager.

Hongkong, 5th May, 1920.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD

AND

CHINA-MUTUAL STEAM NAVIGATION CO. LTD.

Consignees per Co's Steamer

"LAERTES"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 5th May.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the goods have left the steamer's Godown, and all Goods remaining undelivered after the 11th May, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 25th May, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 5th May, 1920.

CONSIGNEES.

THE BANK LINE LTD.

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE

From NEW YORK.

The Steamship

"KAZEMBE"

having arrived, Consignees of cargo are informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of Holt's Wharf, Kowloon, whence delivery may be obtained.

No claim will be admitted after the goods have left the Godown, and all goods remaining undelivered after the May 5th, will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before May 13th 1920, or they will not be recognized.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays & Fridays between the hours of 10.45 a.m. and noon, within the free storage period.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE LTD.

General Agents.

Hongkong, 29th April, 1920.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

The Steamship

S.S. "M. S. DOLLAR"

having arrived from Vancouver, B.C. and ports on May 2, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited and stored at consignees risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Thursday, May 6th, 1920, when they will be examined by Messrs Carmichael & Clarke at 2.30 p.m. Thursday May 1920.

Claims will not be accepted unless cargo is so examined by said Surveyors, prior to the above date.

All claims must be presented within a month of the steamer's arrival here, after which they will not be recognized.

No claims will be admitted after the goods have left the Godowns. All goods remaining after May 9th, 1920, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.

Agents.

Hongkong, 3rd May, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

From SOURABAYA, via

SAMARANG & SINGAPORE.

The Steamship

S.S. "LAKE ONAWA"

having arrived from the above mentioned ports, consignees of cargo are hereby notified that they must take immediate delivery of same alongside, and all cargo impeding discharge will be landed at their risk and expense into the hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co. Ltd and stored at consignees' risk.

Consignees must produce an Import Permit before bill of lading can be countersigned.

All broken, chafed and damaged goods are to be landed in the Hongkong & Kowloon Wharf & Godown Co's godowns, where they will be examined on May 6th, 1920 at 2.30 p.m. by Carmichael & Clarke.

All claims must be presented within 10 days of the steamer's arrival here, after which they cannot be recognized.

No Claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after May 7th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.

Operators, U.S. Shipping Board

Hongkong, 1st May, 1920.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

From MIDDLESBRO, LONDON

and STRAITS.

The Steamship

"BENDORAN"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

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Hongkong, 4th May, 1920.

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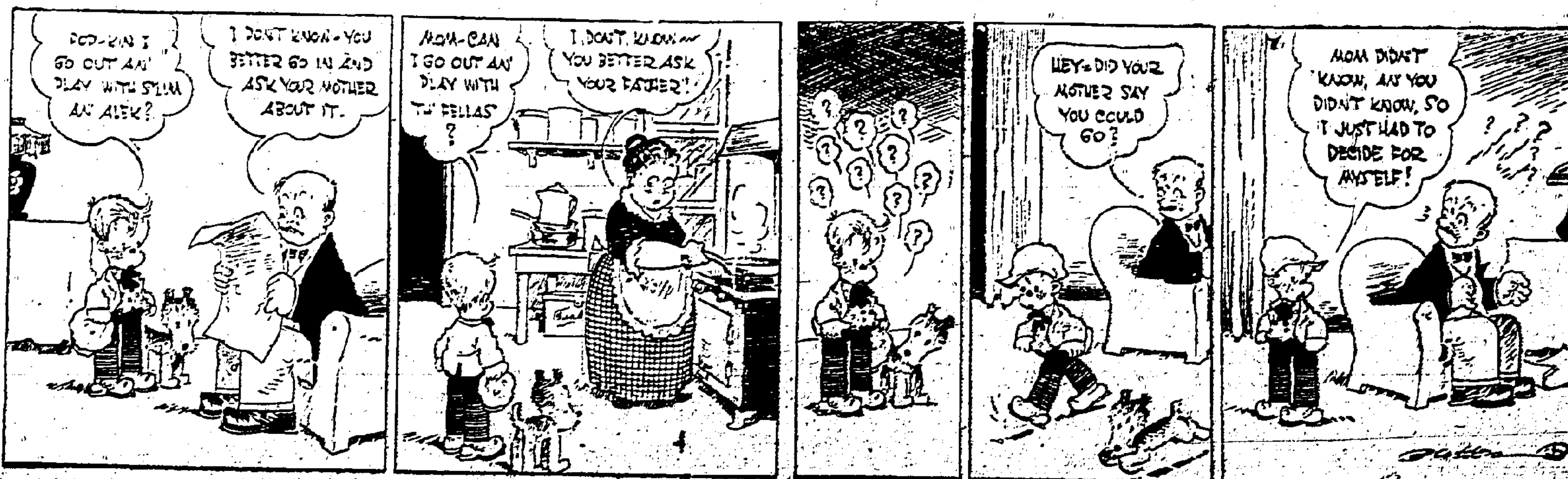
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All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shameen, Canton, who are our agents there.

The Hongkong Telegraph

HONGKONG, FRIDAY, MAY 7, 1920.

IMPERIAL COUNCILS.

There is something essentially attractive to Britons in the thought of a British Empire being composed of a number of free countries, yet all bound together by common ties of kinship. We like to look on old England as the Mother Country who sent out her sons in the early days and who in their turn have founded countries greater than they left. And we like to look on the Dominions and Colonies as so many children—lusty youth, having vision as well as strength; who have set up houses of their own and yet who ever look to the old homestead with affection. And when the old country is in trouble we see the children turning to her with willing help and ready sacrifice. Sentimentally, there is something extremely appealing in the situation, but these are days of practicality as well. The question of Imperial organisation is an old one but some of its details are still so much in the making that the question has lost none of its old interest. If the Empire is a family, then there has to be a common home table, round which all its members can meet on terms of equality and discuss matters that arise. In other words, the Imperial Parliament, at least its Cabinet, has to be open to all members of the federation. And so it was that we read with considerable interest the cable that came to hand yesterday dealing with this matter.

Mr. Bonar Law has now told us that there has been no development of the Imperial Cabinet organisation since the decision was announced in 1918 with regard to Dominion Prime Ministers communicating directly with the Premier of the United Kingdom, and the Dominions being entitled to representation at meetings of the Cabinet in London. We are rather sorry to learn that there has been no development, for we view this matter as being one of the most vital to the continued homogeneity of the Empire. Discussion is promised in the year 1921 and so it would seem that we shall have to wait until that time before there is any further definite move taken on such lines. We learn further that there has been communication on important matters and that papers have been exchanged weekly for the information of Dominion Prime Ministers. That is a step in the right direction, it is true, but better than mere information after a decision has been come to would be actual participation in the deliberations that led up to such decisions. If we look only at the matter of Imperial defence we see at once how important it is that all big communities in the Empire should be consulted; how a joint decision should be arrived at which will have the weight of a majority judgment. When the late war broke out the Dominions came to the aid of Britain in a manner far exceeding the expectations of the most optimistic and if any argument were needed as to why a real Imperial Parliament, a true Imperial federal system, should be instituted, surely this act of loyalty over provides it. Time and again the hope has been expressed by the heads of Dominion governments that some better system would be evolved. Sir Wilfrid Laurier, when Prime Minister of Canada, once said to Britain "If you want our aid, call us to your Councils." In 1915 we find that Sir Robert Borden was invited to attend a Cabinet Meeting and it was stated at the time that the invitation was something more than a compliment. Lord Milner described the event as an "omen." What about the position of such great countries as Australia, South Africa and India? Are they not all entitled to a seat at the meetings where decisions are come to that affect their own welfare? The matter really needs no argument; it only needs a re-statement to ensure that it has not been allowed to slip into the background.

It has always been understood since the early days of the war that so soon as peace came again a conference would be called at which this matter would be thrashed out. Peace has come and with it a great deal of work that has taken some months to get through. But the way seems to be clearing for a consummation of the hopes that have been held, and it is greatly to be desired that next year will not have grown very old before we find the statesmen of the Empire gathered together to solve this matter once and for all time. From every viewpoint there is urgency in the need for a real Imperial Parliament. The late world-war has given an opportunity such as is never again likely to offer itself for the attainment of an ideal which must be dear to the heart of every loyal subject.

NOTES & COMMENTS.

A TREAT IN STORE.

It will be news to most people that there is a good prospect of Mr. H. B. Waring bringing to the Far East a really star theatrical company, headed by Miss Jeanette Sherwin, who has been making quite a name for herself at Home recently. But so it would appear from a piece of news which we publish in another column in this issue. According to that statement, the company must have already left for India and the Orient, and inasmuch as the Straits Settlements, China and Japan are mentioned in the tour, which is to occupy about a year, we imagine that Hongkong will have an opportunity of seeing these artistes in some fine plays. What is particularly interesting is the fact that Miss Sherwin is to take leading roles in a number of Shakespearean productions. It is many years now since Matheson Lang came this way with Shakespearean plays, and we all remember how big a success he made. Since that time, our own amateurs have given us a taste of Shakespeare, but we could all do with a little more of the same diet. That is one thing that we miss out East. It looks as though we may be right in the heat of summer before Mr. Waring's company comes this way, but we have no doubt it will be enthusiastically welcomed, all the same. That is, if the prices are all right!

LADIES' TENNIS.

We gather from a Home paper that a Davis Cup Competition for ladies has recently been established, and at the time of the last mail from Home there was every prospect of satisfactory arrangements being made for Great Britain's representation therein. The trophy is to be named after the donor, Mrs. H. H. Wightman, and the first final after the eliminating rounds is to take place in the United States, which country is regarded as the holder this year. The question is whether a team of British lady players could hope to win the cup at the first attempt. So far as individual play is concerned, Britain does not seem to possess anyone capable of reaching the brilliant standard set by Miss Lenglen, the clever French player and present champion, but the Old Country may nevertheless be able to put on the courts a team which can vanquish any other on points. At any rate, the development is most interesting, and we shall all be watching out for the results of this new competition.

LOCAL CONTESTS.

Mention of this competition serves to remind us that ladies in Hongkong do not figure so largely in tennis contests as they might. It is true that in the various clubs they participate in events reserved for ladies, but the general public gets little opportunity of seeing our best lady players. It is only in recent years that they have taken part in the H.K.C.C. tournament, and even now they only come into one event—the Mixed Doubles Handicap. There is, of course, a Ladies' Singles Championship open to the Colony, but this is carried on in a kind of semi-private way and even the final is not played on a court open to the public. What we should like to see would be this Championship and an altogether new event—a Ladies' Doubles Championship—incorporated with the H. K. C. C. tournament. Such a step would greatly add to its attractiveness. There is every reason also why the lady players of the Colony should have their own Tennis League, the matches in which could very well be played off in mid-week. Hongkong possesses some very capable feminine exponents of the game, but they keep themselves rather too much in the background. By the way, when are we to see Chinese ladies taking part in some of the local competitions? The menfolk are carrying nearly everything before them. But this is woman's era, don't forget!

FAMOUS NOVELIST'S FUNERAL.

The funeral of Mr. Charles Garvice took place at Richmond Cemetery. There was a large attendance of friends of the famous novelist. Among those who sent floral tributes were the Authors' Club, the Authors' Lodge of Freemasons, the Society of Authors, Players, and Composers, the After-Dinner Club, and the chairman and directors of Messrs. George Newnes, Ltd.

DAY BY DAY.

IT IS ONLY WHEN MEN BECOME WISE, AND THOUGHTFUL THAT THEY BECOME FRUGAL.

There is little hope, it is stated, of floating the Songma, which lies on a reef in Hongham Bay. Her damage is serious.

Mr. J. H. Tod, special representative of the United States Shipping Board, arrived in the Colony yesterday by the s.s. Alcorn. He is travelling through the Orient to study trade conditions for the Board.

We understand that Captain Basil Tylour, R. N., Harbour Master, retires from the Government service at the end of this month after close on 21 years' service. He leaves for Home by the Kamakusa Maru, and will carry with him the good wishes of the public.

In addition to those mentioned yesterday, there departed on the Empress of Russia Mr. and Mrs. H. E. Muriel, Mr. W. A. Butterfield, Mr. and Mrs. S. E. Hodge, Mrs. H. E. Hayward, Mr. J. Finlay Miller and Mr. T. E. Pearce. A full list of passengers appears on another page.

There was rather a poor audience at the Theatre Royal last night when the Dennison Company repeated that popular farce "Nightie Night." This must have proved a discouraging factor to the players, but their acting did not show it. They carried out the farce in brilliant fashion, and at the conclusion quite an ovation was accorded them by the audience. To-night the Company is presenting the "Unkissed Bride." The title sounds good and we hear that the play is full of fun and humour.

A report has been made to the Police of a robbery committed on a Chinese girl, 12 years of age, yesterday, at Kowloon. The girl, who was walking along the street, was seized by two robbers who dragged her to a quiet lane opening on the junction of Shanghai and Ningpo Streets, and took from her wrists a couple of bangles valued at \$14. They then decamped, and the girl returned to her home and reported the robbery to her parents who communicated with the Police. The robbers have not been arrested.

Commander George B. Hartford, D.S.O., has been reappointed to the river gunboat Kinsha, Yangtze flotilla, for service as Chief of Staff to Rear-Admiral G. H. Berrett, C.B., commanding the Fifth Light Cruiser Squadron on the China Station. Commander Hartford was appointed a naval cadet in May, 1899, was promoted lieutenant in 1904, and commander in June, 1917. Captain Hartford was posted to the command of the Kinsha in April, 1919. He won the Companionship of the Distinguished Service Order in the late war.

The Admiralty announce that, in order to enable officers not resident or serving in the Far East to obtain a preliminary knowledge of Japanese, a limited number will be selected for a six months' course of instruction at the School of Oriental Studies, in London. While undergoing this course officers will be borne on the books of His Majesty's ship President for full pay. These officers must be prepared to be appointed to ships on the China Station while waiting for a vacancy to occur in the established number of officers allowed to proceed to Japan at one time.

NEW BADGE FOR SCOUTS AND GUIDES.

Sir R. Baden-Powell is creating a new badge for Boy Scouts and Girl Guides, to be given to those proficient to act as bird wardens. Those qualifying must know something of the habits of birds, and if living in the country, must protect at least four nests until the brood is successfully reared. UNIFORM WHICH IS FIREPROOF. Tests of specially manufactured clothing for pilots and men in the R.A.F. were made at Aldershot recently in the presence of Major Crook, Inspector of Fire Services. The suits, which have a specially devised cloth helmet, were placed on dummies and subjected to petrol sprays and fired. The flames ascended to a great height, but the khaki fabric was scarcely scorched.

THE LIFT BOYS.

POLICE COURT PROCEEDINGS.

DEFENDANTS ALL DISCHARGED.

The summonses taken out by the Hongkong Land Investment and the Central Estate Companies against their twenty-six liftboys for quitting their service without notice were heard before Mr. N. L. Smith at the Police Court this morning.

Mr. M. K. Lo appeared for the defendants.

Mr. W. J. L. Wilkinson, Overseer, gave evidence for the employers.

Mr. Lo said that before the case proceeded he would like to mention one point, that when the Court Officer came to serve the original summonses on him he accepted service on behalf of all the defendants except nine. The other summonses were served, but apparently through a misunderstanding, one of the men had gone to the country. On that account Mr. Lo said he could not very well answer for this man. All the others were present in court.

His Worship (to Mr. Wilkinson)—Are defendants still employed by you?

Mr. Wilkinson—No, your Worship.

His Worship—They did not give you notice that they wanted a rise of pay?

Mr. Wilkinson—Oh, yes they did, on the 23rd April.

In the witness-box, Mr. Wilkinson stated that defendants were employed by the two companies on a wage of \$16 per month.

His Worship—This is a flat rate? Did any of the defendants get more than that?

Witness—Everyone got the same. They got \$16 from the 1st of last month. It was \$14 in March and we gave them an increase of \$2, so they got \$16. There was no complaint made to me then. On the 23rd of April they sent in a letter asking for an increase. They asked for 32½ per cent. on their salary.

At this juncture Mr. Wilkinson produced a letter addressed to the Secretary of the two Companies on the 23rd of April which reads:—

In consideration of the fact that you have increased our wages by \$2, we hesitate very much in forwarding this letter.

"It occurs to us, however, that it might not be unwise to lay before you the financial difficulties we have experienced even with the present wages. The prices of all commodities have, as you know, risen to half as much again since the beginning of the war, while our wages have not been increased sufficiently to cope with the change. With the present wages, we could hardly afford for even the conventional necessities of our class. It is not a misrepresentation on our part but a true statement of facts. The fact that people of the class of skilled labourers are suffering in consequence of the low wages may be seen from the recent agitation among them for higher wages and the strike resulting therefrom."

"Seeing that other companies have realised the situation before their employees and have consequently increased their wages by 32½ per cent. may we appeal to your kind consideration for a further allowance."

"Trusting that this will meet with a favourable and early reply. We remain, Yours etc."

His Worship (to Mr. Wilkinson)—Was a reply sent to them?

Mr. Wilkinson—A verbal reply was given that this could not be granted. This letter was found pushed through the letter box in my office. There was no notice given. If they had mentioned their intention we might have made some arrangement. I might say that on Sunday (May 2nd) we had 23 of the men brought to the office I tried to do my best then. We gave them an addition of \$2, making altogether \$18 a month. They refused and wanted \$20 a month.

Mr. Lo—I take it that you have always taken a sympathetic attitude towards these men? I don't want to flatter you, but I was given to understand that that was so.

Mr. Wilkinson replied in the affirmative.

Mr. Lo asked Mr. Wilkinson if it was not a fact that a few days later, in consequence of the reply defendants received that they were not going to have an increase, a deputation waited on him.

Mr. Wilkinson denied this.

Mr. Lo—Didn't you have any conversation with them when after their refusal and asking you what you suggested? I understand that a few days after they

heard they were not going to have the increase they asked you what could be done and you said you felt you could not do more than what you had already done?

Mr. Wilkinson—The words I used were to the effect that if they were not satisfied with their pay they could write another letter.

Mr. Lo—Didn't you tell defendants that you personally were very sympathetic but that you could not do more than you had done and that they could choose their own means and see what could be done?

Mr. Wilkinson—They said they were not satisfied and I told them that if they were not they could write another letter.

Mr. Lo—There is the man named Leung Tung. He is a carpenter and used to be a sort of superintendent for these boys?

Witness said that there was such a man who was a carpenter in the office. This man was supposed to answer all questions during his absence from the office.

Mr. Lo—These men remember Ah Tung. He had a sort of authority over them; in fact he acted as their mouthpiece?—I am not aware of that. I have a sort of suspicion that that was so, but I cannot prove that.

Mr. Lo—I tell you exactly what I have been told, which is that Ah Tung was perfectly aware of every step that was being taken and knew that the men were leaving.

Mr. Wilkinson—That was what I wanted to find out. He told me nothing. The men told me that Ah Tung did not know. That was one of the points I wanted to find out. Ah Tung should have told me if he knew this.

Mr. Lo—These are our instructions, that on the evening the men ceased work the lifts were locked up and the keys handed over to Ah Tung.

Mr. Wilkinson reaffirmed that Ah Tung did not tell him when he was questioned.

Mr. Lo—Do you know that two detectives turned out on Saturday (May 1st)?—I do.

With what object?—The object was to seize those liftboys who were leaving.

But they were not actually arrested? Mr. Lo queried.

Witness said that the detectives' instructions were to arrest anyone that he was able to find out. There were eight or ten men there on that morning to whom he told his intentions. He told them that if they returned to work there would be no further trouble. The men said they would return to work but that they must be allowed, before doing so, to seek out the other workmen.

Mr. Lo—Is it a fact that on that morning the Secretary of the Companies, Mr. Northcote, asked those who wanted \$18 to stand on one side and those who did not on the other side?—Yes.

In answer to a further question, witness said all the men went against the offer of \$18.

Mr. Lo—Didn't Mr. Northcote say to them that he could replace them at a moment's notice without difficulty?—Yes.

And that if they did not want \$18 a month they could clear out, or words to that effect?—Yes.

And I think Mr. Northcote asked them if they did not want to take \$18 what on earth they were going to do, and some of them said they would prefer to pull rickshas. Was this not the kind of conversation?—Yes.

I myself had a conversation with the men. And if Mr. Northcote were here we should like to ask him whether the interview he gave to one of the papers was substantially correct.

This interview was reported in the Hongkong Telegraph on May 3rd and reading from a clipping therefrom Mr. Lo recited these words which were reported to have been uttered by Mr. Northcote—"I can replace these men in five minutes. I may say that the men went this morning to see Mr. Lo and asked him to mediate. I have refused to see them again."

Mr. Lo—During that conversation that took place on Sunday were the men ever told they were actually amenable to criminal law if they did not give a month's notice?

Mr. Wilkinson—They were told.

Mr. Lo—I put it to you that they were not.

Mr. Wilkinson—Yes. They were told.

Mr. Lo—I don't know whether it is in your time or before that—but at any rate, is it not a fact that the practice of your employers had always been to dismiss these people if they were not satisfied with them at practically a moment's notice and pay them daily up to the time of their leaving?

Mr. Wilkinson—Since I have been in the Company I have not heard of such a case.

FIRE ON THE "IXION."

AT TAIKOO DOCKS.

A fire broke out this morning at 3.45 on board the Ixion, a Blue Funnel steamer. At about this time word was received at the Fire Brigade Station, and the Fire Brigade sent out two motor engines and a float. The call was to the Taikoo Dock, and the vessel was lying outside the dock wall.

The fire, it was found, had broken out in the after lower hold at the bottom of the ship. The Brigade got the water from the ship's and the Dock's hydrants to play on the fire, but it was soon found that this was not sufficient, so the float had to be requisitioned. It was not until nine o'clock that the fire was got under control. How the outbreak originated is not known.

The Ixion arrived only yesterday afternoon from Manila with a cargo of hemp, amounting to 500 tons, from that place. This is covered by insurance. All the cargo in the after hold has been damaged by fire and water. The between decks are also damaged, while the No. 8 hold is slightly damaged.

The extent of the damage is not yet arrived at. The damage to the cargo is large, but that to the ship is believed to be limited to the woodwork. Mr. Moss, Assistant Superintendent of the Fire Brigade, turned out with the engines first.

Witness added that he had not made enquiries into this matter.

Mr. Lo—Then you are not prepared to disagree with me that these people are not liable to a month's notice?

Mr. Lo also mentioned a case in 1914 in which a man who was taken on by the Company was dismissed without a month's notice and paid only up to the day when he left.

His Worship referred to the Ordinance of 1902 under which defendants were charged.

Mr. Lo said that his point was that if defendants could be dismissed at a moment's notice it would be injustice to compel them to give a month's notice in return.

Mr. Wilkinson said that after the sending in of their applications he told the men that they must give a month's notice.

Mr. Lo—I have always been instructed that that was not the case.

Mr. Wilkinson drew attention to the fact that in the case of the lifters they gave notice of their intention to strike in their communications to their employer.

In reply to his Worship, Mr. Wilkinson said that the lift boys had all been replaced by new men. The work they were required to do did not require skill but only running the elevators up and down. If any repairs were necessary these were attended to by the workmen of the Electric Company.

Mr. Lo said that there was no need to call evidence unless his Worship so desired. It was stated in evidence that what took place between the Secretary and defendants on that Sunday morning showed that the men were replying to him in terms which amounted to the uncompromising attitude of "take it or leave it."

That being so, he could put everyone of the men in the witness box to prove that this was the first time they had heard of this wonderful 1902 Ordinance. They were not actually aware that this criminal law of the Colony compelled them to give such notice. What they had looked upon all along was that the question of notice was more a question of form than anything else because they were under the impression that they were allowed to do what they chose after having been told that it was their option to take or leave the \$18 offer. Consequently, Mr. Lo submitted, if the Secretary had taken a more sympathetic attitude and had told the men that under the law they were liable to give a month's notice he had no doubt they would continue at their work and leave at the end of the period. But having regard to the attitude taken, they could act only in the way they did. In conclusion, Mr. Lo said that he would remind his Worship that the Ordinance was not meant to be an instrument for persecution against people whose only difference was that of wages. In view also of the fact that the men were low out of employment, he would ask his Worship to dismiss the summonses.

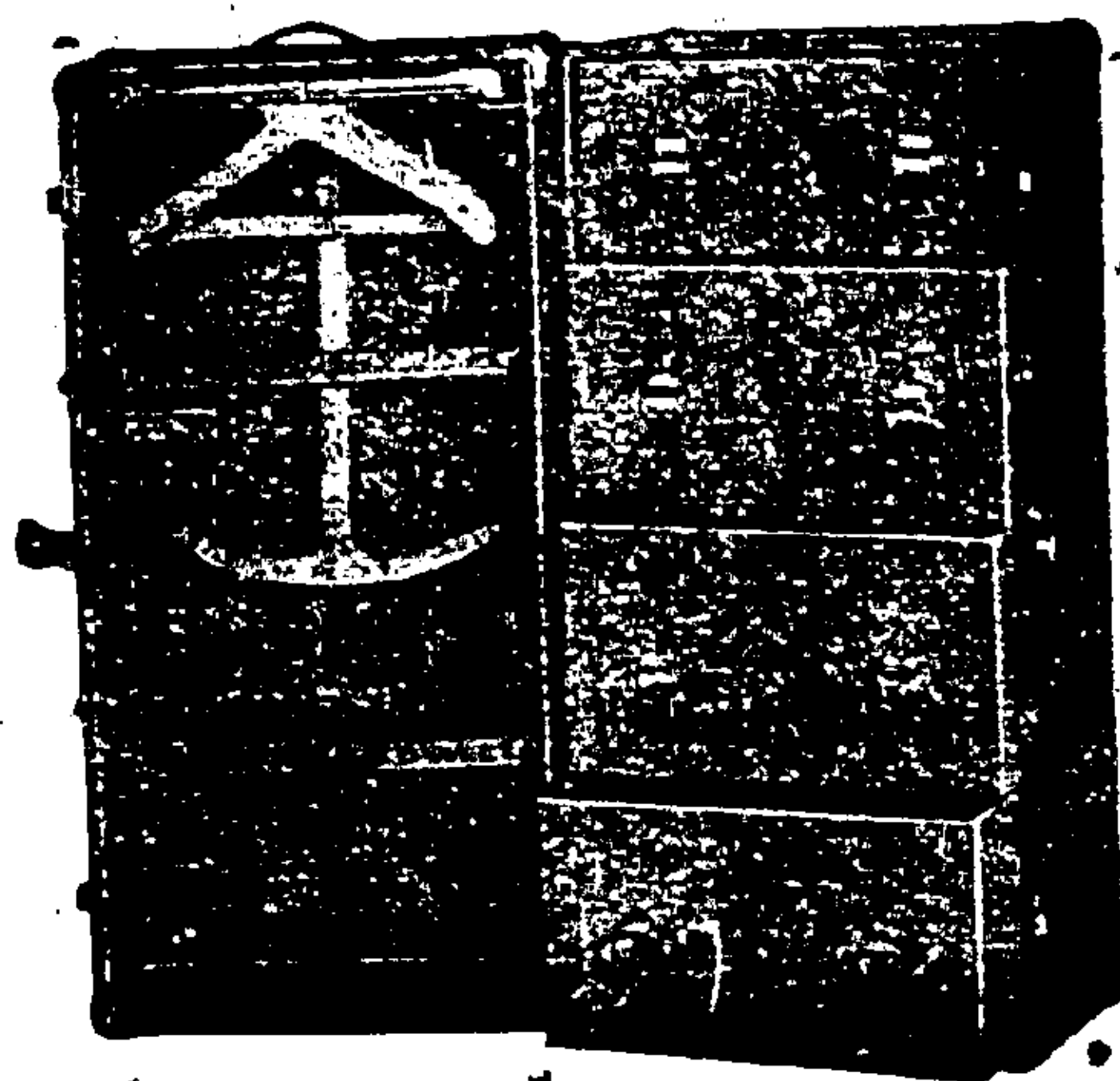
The defendants were charged.

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BASKET BALL.

PRESENTATION OF SHIELD.

Last evening at the Chinese Y.M.C.A. Gymnasium the Basketball season was wound up with a match between the Champions (the American Athletic Club) and a team drawn from the Rest of the League. The result was a win for the latter by 22 to 11. The game was keenly contested, and amongst the spectators was H. E. the Governor, who started the match by throwing in the ball.

At the conclusion of the match Mr. N. T. Mackintosh said:—Your Excellency, it is my privilege and pleasure as President of the Hongkong Basketball Association to extend to you a very hearty welcome in the name of the Association and to express our great appreciation of the honour you have done us in being present at this match this evening. The first appearance of Basketball in China appears to have been at Tientsin and Peking some ten years ago where it was played on an open-air field, and from there it spread rapidly throughout the North and throughout Central China. Its introduction and popularity in the North and Central China are probably due to the enthusiasm of the many American Educationists in those parts; and, furthermore, the colder climate there enables the game to continue for a much longer season than is possible here. In 1913, Basketball was first played in Hongkong in the Chinese Y.M.C.A. and for several years the Y.M.C.A. was the only Basketball team in the Colony. The chief difficulty was in finding opponents against whom to test its strength. Only a handful of

men knew the game then and the only ground available was the open air court adjoining the building across the way. Occasionally, however, the team received a visit from some travelling team from Canton. In 1919, several schools provided Basketball grounds, and we were able to establish a Students' Basketball League in the latter part of that year. After the conclusion of the Students' League it was decided to form an open League in the Colony which should enable all Athletic Associations in the Colony to take part. It is the close of this League that we have witnessed to-day. In passing, I should very much like to emphasize the fact that this Basketball Association has been able to provide recreation for American Sailors on their visits to Hongkong which, I understand, has been very much appreciated. After an interesting series of 30 matches played in the months of March and April, the American Athletic Club have emerged without a loss and are therefore the winners of the handsome shield which has been so kindly presented by the American Community of Hongkong through the efforts of the Hon. Mr. Leighton Hope, Acting American Consul, Mr. W. M. Routh, the Captain of the American Athletic Club, and Mr. D. M. Biggar. I would like to take this opportunity of expressing our thanks to the Y. M. C. A. for the generous way in which they have placed their premises at the disposal of the Association for all these League games and matches.

His Excellency, after congratulating the League Champions on their successful season, presented the shield to Mr. Routh, the Captain, who returned thanks and called for three cheers for the Governor, which were lustily given.

BANKRUPTCY COURT.

SEQUEL TO SHERIFF BURGLARY.

The Chief Justice, Mr. Justice Gompertz, this morning presided over the Bankruptcy Court. S. L. M. Sheriff, the managing partner of Sheriff Brothers, jewellers, applied to be adjudicated a bankrupt.

The bankrupt, in his public examination, said his business commenced in 1907 and there were four partners. The business was originally started in Ceylon, and the partners were his brothers. The capital was Rs. 30,000, and the partners had equal shares. When he first started business here the premises were in Kowloon. He removed to Hongkong nine years ago. The capital was increased by \$10,000, and the extra capital came from his father. This was in the nature of a gift to his sons. He began to borrow money after he bought a Japanese shop five or six years ago. He borrowed \$2,000 or \$3,000 occasionally. He owed Wang Hing \$20,000 and this was borrowed gradually. Mr. Ruttonjee was also a creditor to the extent of \$1,200, and this was borrowed a week before the bankruptcy petition. He pledged the goods to Mr. Ruttonjee as security. Mr. Greenfield was also a creditor. When bankrupt he had to get money he used to go to Mr. Greenfield. Mr. Greenfield brought an action for \$8,000. Bankrupt paid \$3,800. The balance was not paid, but Mr. Greenfield had goods to the value. These goods were handed to Mr. Greenfield last year. He still had the goods. A burglary took place at the shop last year in December. He lost some \$7,000 and American double eagles to the extent of \$16,000. Bankrupt never struck a balance, and did not know how he stood before the bankruptcy. He first failed to meet his obligations in December last. He drew \$30 to \$40 for pocket expenses. He paid household expenditure daily.

Mr. Lloyd, the Official Receiver, said he was applying for adjudication. Mr. Percy Smith had consented to act and to charge the usual court scale of fees.

Mr. Lloyd:—I may point out that two of the partners are out of jurisdiction. I do not know whether your Lordship will adjudicate them.

The Chief Justice:—Oh no. At least I can make an order against the firm, and that will be drawn up to include the partners.

A CHINESE SPECULATOR.

Wong Yat Wan, a salesman, applied for an adjudication order. In his public examination, he said he was a salesman. He had a share of \$200 in the Kwong Wa restaurant and \$2,000 in the Chan Soa factory and \$2,000 in a rice business in Tongking.

The share in the rice business was in his opinion, worth to-day \$40,000. He owed \$130,000. He came to owe so much money by borrowing to pay differences in goods that he bought, and which had depreciated. Beside acting as a salesman to a Japanese dealer he traded on his own account. He joined in business with shipping people. He had a deal in sugar and in that deal the name of Fong Sa Chun was used. He took delivery of the sugar with the chop of the Tong Sa Chun firm. He made a profit of \$7,000, odd but the profit was not received as the broker has not paid the amount. He also had dealings in exchange. It was purely a gamble. He also dabbled in shares at the beginning of last year. The result of the share business was that he lost several thousands. He also had a transaction in mercury, and that was purely buying for a rise. He also lost some money in shipping. It took him six or seven years to lose \$130,000. The biggest loss suffered was a lottery some years ago.

Mr. Lloyd:—With your permission, my Lord, I wish to ask that the application for adjudication be adjourned as there is some prospect of the debtor's relations coming forward and putting in sufficient money to make a proposition to the creditors. I understand that most of the creditors are favourable to a settlement.

The Chief Justice:—Sine die or next Bankruptcy day?

Mr. Lloyd:—Sine die.

The Chief Justice:—In the Sheriff case in which I have appointed Mr. Percy Smith as trustee, what security do you think is enough?

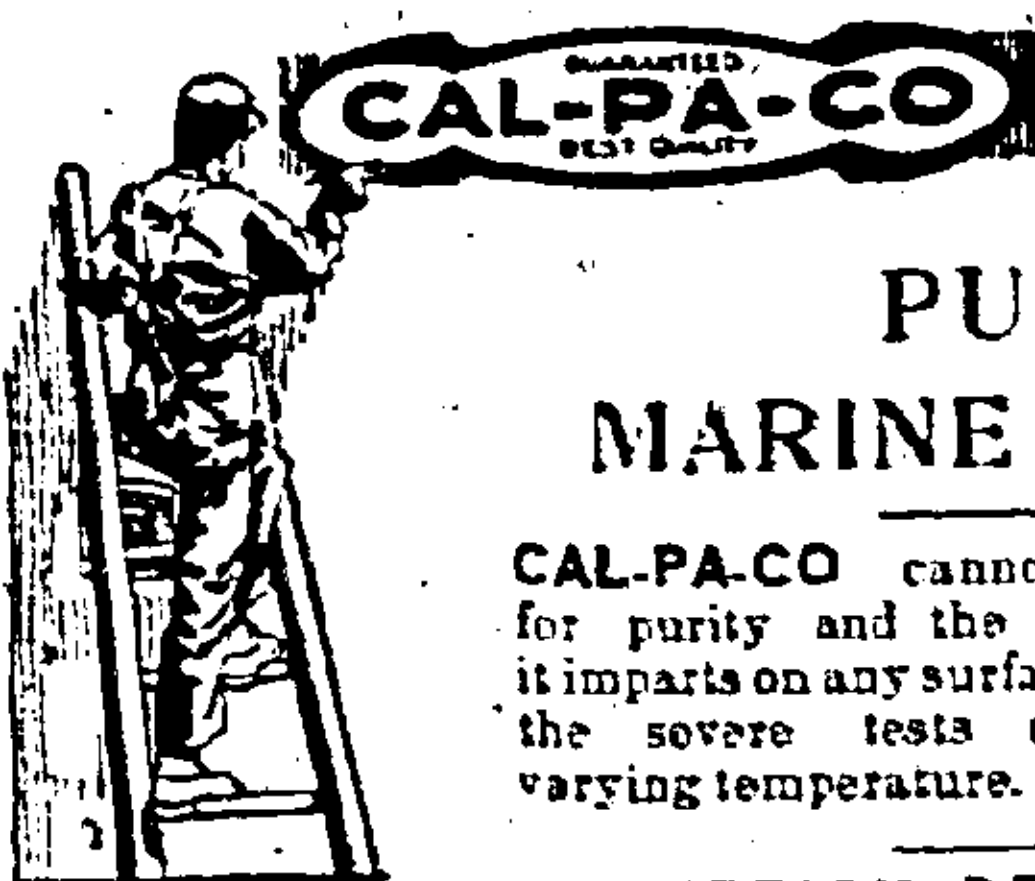
Mr. Lloyd:—I think \$10,000 sufficient. That will cover the amount of money he would have in one period.

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TO-NIGHT'S CONCERT.

AT THE ROYAL ARTILLERY THEATRE.

The following is the programme of the entertainment to be given this evening and tomorrow at 9.15 p.m. at the R. A. Theatre, Victoria Barracks. Booking is at Montford's.

Further particulars will be found in our advertisement columns.

1 Song—Sergeant of the Line—Eric Page

Mr. D. A. Green

2 Song—Col. Cruise at the piano—Eric Coates

Mr. Howard Freeman

3 Humorous Sketch—George

4 Song—Thru' the ages—Eric Coates

Mr. P. A. Merritt, R.N.

5 Tenth Reading—Mrs. Philip Kolman

Assisted by Mrs. John Cunningham

6 Song—Selected—Mr. D. A. Green

7 Comic Trio—Another

Little drink—Nat Payer

Lieut. I. B. Franks, R.N.

Mr. Howard Freeman as

George Robey

and

Mrs. Oliver, as Violet Lorraine.

INTERVAL.

8 Musical Sketch—

Lieut. I. B. Franks, R.N.

A play in one act—The Conversion of St. Paul

Malcolm Waton

The Bishop of Munster

weir—Major Low

Nat Sturge—Capt. Britton

Raddles—Mr. E. H. Hallford

Julia—Mrs. Britton

The library at the Bishop's palace.

Period: Present Day.

TO-NIGHT'S PLAY.

"THE UNKISSED BRIDE"

Charles Demorest's farce in three acts, "The Unkissed Bride," to be presented to-night by the Denniston Players is the funniest play imaginable. Mislabelled farce, it is really burlesque with little excuse for existence save that it offers a medium for many laughs. There are endless opportunities for mirth, and those who have witnessed the excellence of the Company in mirth-provoking plays are assured that every advantage is taken of these. It is easy to imagine that in less capable hands "The Unkissed Bride," which has enjoyed such a long run in New York, might be rather risqué. To-night's audience will enjoy themselves immensely, and the second act is particularly funny. A good house is anticipated.

CHINA SQUADRON.

COMPOSITION OF THE NAVAL FORCE.

The following is announced to be the official composition of the naval force to be maintained in the Far East—both in the Chinese and Pacific waters—constituting the China Station.

Flagship of the Commander in Chief, Hawkins, light cruiser; 5th Light Cruiser Squadron, Comd. Charles Cowley and Columbus, Submarine, 1 flotilla of 12 boats and 2 depot ships; Sloops, 11; Gunboats for river work, 11; Aircraft carrier, Ark Royal; Special service vessel, 1; Admiral's yacht, 1.

The Admiralty have given order, for the aircraft carrier Ark Royal, Commander P. Waterer, attached to the Mediterranean Station, recently serving in Turkish waters, to return to England. She will eventually go to China.

There is no truth in the rumour recently in currency to the effect that it was intended to revise the old Chinese Regiment of Infantry. More is the pity, for it was a most useful and economical unit and rendered very fine service in the China War of 1900.

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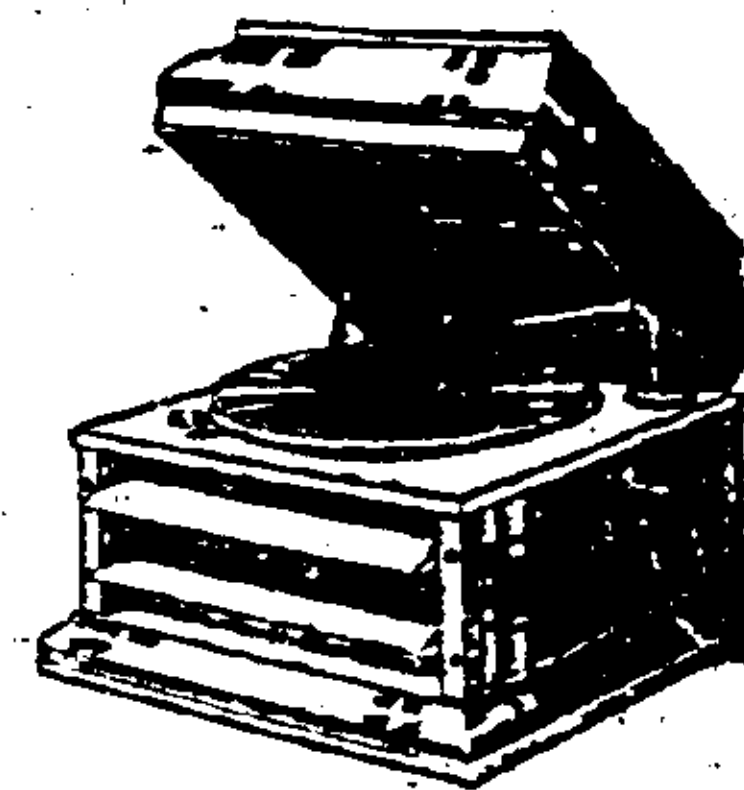
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STEAMERS	HONGKONG	VANCOUVER
Empress of Russia	May 6	May 24
Empress of Japan	May 26	June 16
Empress of Asia	June 3	June 21
Monteagle	June 8	July 2
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 29	Aug. 16
Monteagle	Aug. 12	Sept. 1
Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Monteagle	Oct. 21	Nov. 8
Empress of Russia	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30

Passage from Hongkong to United Kingdom.
By the Empress of Japan, via Yokohama, Kobe, Nagasaki, Moji, Shanghai, Hongkong, and London.
By the Empress of Russia, via Yokohama, Kobe, Nagasaki, Moji, Shanghai, Hongkong, and London.
By the Empress of Asia, via Yokohama, Kobe, Nagasaki, Moji, Shanghai, Hongkong, and London.
By the Monteagle, via Yokohama, Kobe, Nagasaki, Moji, Shanghai, Hongkong, and London.
By the Empress of Japan, via Yokohama, Kobe, Nagasaki, Moji, Shanghai, Hongkong, and London.
By the Empress of Russia, via Yokohama, Kobe, Nagasaki, Moji, Shanghai, Hongkong, and London.
By the Empress of Asia, via Yokohama, Kobe, Nagasaki, Moji, Shanghai, Hongkong, and London.
By the Monteagle, via Yokohama, Kobe, Nagasaki, Moji, Shanghai, Hongkong, and London.
By the Empress of Japan, via Yokohama, Kobe, Nagasaki, Moji, Shanghai, Hongkong, and London.
By the Empress of Russia, via Yokohama, Kobe, Nagasaki, Moji, Shanghai, Hongkong, and London.
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S.S. "WEST CONOB" Departing of June, for Baltimore, via Bora and usual ports of call.
HONGKONG-CALCUTTA SERVICE.
S.S. "LAKE FIELDING" Thursday May 15th, for Madras via Saigon, Singapore, Port Swettenham, Penang, Rangoon & Calcutta.
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STEAMERS. SAILING DATE.
"BESSIE DOLLAR" MAY 26TH.
"GRACE DOLLAR" JULY 18TH.
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SAILING DATES.

EUROPE, U.S.A., ETC.

STEAMERS	SAILING DATE
Coastal	May 7
Selvo M.	May 7
West Inskip P. M. Co.	May 7
M. S. Dollar	May 9
Ekhorn	May 9
Dryden	May 10
Radnor	May 10
Van Waerwyck J. C. J. L.	May 10
Slam M.	May 11
Noro	May 11
C. of Colombo	May 13
Lake Fielding P. M. Co.	May 13
Mishima M.	May 14
Muttra	May 14
Himrod	May 15
Luxon	May 15
Bolton Castle D. & Co.	May 15
Sannik M.	May 15
Persian P. S. T. Co. 2nd half May	May 15
Aki M.	May 19
Kasemb	May 20
Eastern	May 22
Africa M.	May 22
China	May 23
Taiyuen	May 24
Ichium	May 25
Eurymachus	May 25
West Himrod	May 25
Bessie D.	May 26
E. of Japan	May 26
Panama M.	May 26
Toyooka M.	May 26
Tenyo M.	May 27
Howick Hall	May 27
Sado M.	May 28
West Conob	May 28
Unnan	June 1
Stanley	June 1
Nanking	June 2
E. of Asia	June 3
Havre M.	June 4
Mitsuki M.	June 7
Crosskeys	June 8
Telemachus	June 10
Korea M.	June 14
Tsushima M.	June 14
Fushimi M.	June 15
Tanama M.	June 15
Montague	June 15
Chicago M.	June 15
Shinyo M.	June 17
Siberia M.	June 18
Nile	June 19
Waban	June 23
Tango M.	June 23

JAPAN, COAST PORTS, ETC.

STEAMERS	SAILING DATE
Sunning	May 7
Toyo M.	May 7
Yuen-sang	May 7
Haibong	May 7
Chun-sang	May 8
Yatsing	May 8
Chenan	May 8
Tjileboet	May 8
Delagoa M.	May 8
Fukui M.	May 8
Amakusa M.	May 9
Hopsang	May 11
Tenshin M.	May 11
Suiyang	May 11
Tatsuno M.	May 11
Unnan	May 11
Chengto	May 11
Sinkiang	May 13
Chipehing	May 13
Chaksang	May 13
Halloong	May 14
Tjikini	May 15
Teau	May 15
Nellore	May 16
Laisang	May 16
Tjisalak	May 21
Inaba M.	May 22
Sannik M.	May 24
Taming	May 25
Tango M.	May 25
Bombay M.	May 28

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SHINYO MARU 22,000 17th June.
KOREA MARU 9,000 14th July.
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MUTTRA	4,700	14th May.	Calcutta via Singapore, Penang & Rangoon.
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 FUSHIMI MARU (Calling Manila) Tue. 25th May, at 11 a.m.
 TAJIMA MARU (Calling Manila) Wed. 26th May, at 11 a.m.
 KATORI MARU (Calling Manila) Fri. 28th May, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

MISHIMA MARU (Calling Manila) Tuesday, 18th May, at noon.

SADO MARU (Calling Manila) Friday, 21st May, at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TOYOOKA MARU (Calling Manila) Wednesday, 26th May.

LIVERPOOL & MARSEILLES via Suez, Port Said & Port Said.

KAMAKURA MARU (Calling Manila) Wednesday, 26th May.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU (Calling Manila) Wednesday, 19th May, at 11 a.m.

TANGO MARU (Calling Manila) Wednesday, 23rd June, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

TENSIN MARU (Calling Manila) Tuesday, 11th May.

BOMBAY MARU (Calling Manila) Friday, 28th May.

CALCUTTA & RANGOON via Singapore & Penang.

TATSUNO MARU (Calling Manila) Sunday, 16th May.

SASUKI MARU (Calling Manila) Monday, 24th May.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU (Calling Manila) Tuesday, 25th May, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TOYO MARU No. 2 (Calling Manila) Friday, 7th May.

FUKUKI MARU (Calling Manila) Saturday, 8th May.

DELAGOA MARU (Calling Manila) Saturday, 8th May.

INABA MARU (Calling Manila) Thursday, 20th May, at 11 a.m.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tillehoel	Java	in port	8th May	Japan.
Tjinkini	Makassar	in port	15th May	Moji.
Tjilalak	Japan	in port	21st May	Java.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

O. S. K.**OSAKA SHOSHEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

HAYRE MARU (Calling Manila) Thursday, 6th May.

HAYRE MARU (Calling Manila) Tuesday, 8th June.

ENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

PANAMA MARU (Calling Manila) Friday, 28th May.

SEATTLE MARU (Calling Manila) Middle of July.

BOMBAY & COLOMBO—Regular fortnightly service via Suez.

SIAM MARU (Calling Manila) Tuesday, 11th May.

LUZON MARU (Calling Manila) Saturday, 15th May.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

MITSUKI MARU (Calling Manila) Monday, 7th June.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.

UNION MARU (Calling Manila) Tuesday, 1st June.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

AFRICA MARU (Calling Manila) Saturday, 22nd May.

CHICAGO MARU (Calling Manila) Saturday, 5th June.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

AMAKUSA MARU (Calling Manila) Sunday, 9th May.

TAKAO via SWATOW & AMOY.

GOSHI MARU (Calling Manila) Thursday, 6th May.

UNSAN MARU (Calling Manila) Tuesday, 11th May.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745

No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrived Hongkong from Australia	Leaves Hongkong for Australia
TAIYUAN	19th May.	24th May.
CHANGSHA	17th June.	22nd June.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Lights throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fare. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO UNITED KINGDOM AND CONTINENT.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

or to REISS & Co. Canton

THE BANK LINE, LTD.,

General Agents.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

VIA PANAMA CANAL.

"BOLTON CASTLE"

Sailing about End of May.

LLOYD TRIESTINO.

BRINDISI, VENICE & TRIESTE.

FOR SHANGHAI & JAPAN.

S.S. "AFRICA"

Sailing on or about 31st May.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

FOR JAVA.

S.S. "RIOJUN MARU"

Sailing on or about 13th May.

FOR JAPAN.

S.S. "SAMARANG MARU"

Sailing on or about 9th June.

OCEAN TRANSPORT CO., LTD.

(TAITO KAIYU KAISHA)

Steamship services Trans-Pacific,

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African ports, with transshipment at Calcutta, in conjunction with the Indo-China S.N. Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
MANILA	Yucassang	Fri. 7th May at 3 p.m.
SANDAKAN	Chunssang	Sat. 8th May at noon.
STRAITS & Calcutta	Yalshang	Sat. 8th May at 3 p.m.
SHANGHAI	Wopsang	Tues. 11th May at d'light.
TIENSIN	Chipsang	Thur. 13th May at d'light.
STRAITS & Calcutta	Chatsang	Thur. 13th May at 3 p.m.
KORE	Lalsang	Sun. 16th May at 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasional calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Lights & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inclement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE—A regular service is run from March to Nov. between Hongkong & Tientsin calling at Weihaiwei & Cheloo.

CALCUTTA LINE.

S.S. "YATSHING" & "CHAKSANG" will be despatched on or about 8th & 13th May, respectively, for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM and MADRAS.

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	Sunning	8th May at 4 p.m.
SWATOW & BANGKOK	Chenglu	11th May at 10 a.m.
AMOY, SHAI & PUKOW	Suiyang	11th May at 4 p.m.
SHANGHAI	Sinkiang	13th May at noon.
SHANGHAI & TSINGTAO	Teian	15th May at 4 p.m.
MANILA, CEBU & ILOILO	Taming	25th May at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation, amidships. Electric Light as Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tientsin weekly, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wampung.

BANGKOK LINE—Weekly service to and from Bangkok via S'wong.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 35.

Hongkong May, 7, 1920.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light as Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN (Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haihong	W. C. Passmore	FRI. 7th May at 2 p.m.
Haiching	A. H. Stewart	TUES. 11th May at 2 p.m.
Hailong	Ed. Walker	FRI. 14th May at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AND
AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.	via Suez	13th May.
"CITY OF COLOMBO"	via Panama	25th May.
"EURYMACHUS"	via Suez	27th May.
"HOWICK HALL"	via Panama	10th June.
"TELEMACHUS"	via Panama	10th June.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change with out notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.**HONGKONG & CANTON REISS & CO. CANTON.**

SHIPPING.

VESSELS ARRIVED.

From Glasgow there came in on Wednesday afternoon the s.s. LAERTES with 2,200 tons of general merchandise for Hongkong. Mooring, Holt's Wharf.

Yesterday there arrived the NESEUS a Blue Funnel boat from Liverpool with 5,393 tons of merchandise. Mooring, A 4.

The Java-China-Japan Line's VAN WAERWICK brought yesterday from Batavia for Hongkong 1,436 tons of oil and 570 tons of general cargo. She carried 997 deck passengers.

From Wuhu the Norwegian vessel DRUFAR brought yesterday 2,100 tons of rice. Mooring, C 40.

The O. S. K.'s AMAKUSA MARU consigned here from Keelung 1,100 tons of coal. Mooring, O. S. K. Wharf.

From Chingwantao the YACHIYO MARU delivered yesterday 1,543 tons of coal. Mooring, C 34.

The CHINGTU consigned here yesterday afternoon 1,230 tons of general merchandise from Bangkok. Mooring, C 33.

The Blue Funnel PELEUS (Captain J. G. Reynard) brought this morning 350 tons of general merchandise. Mooring, A 2.

From Saigon there arrived this morning 1,130 tons of rice by the French-owned vessel TA-TON-TSE. Mooring, C 41.

The FRAZOS MONTES arrived yesterday with 10,014 bales of cotton from London via Singapore.

The U.S. Shipping Board vessel CADDOPPEAK brought from Calcutta, via Saigon, this morning 2,240 tons of general merchandise for through and 451 tons for Hongkong. Mooring, C 43.

The TOYO MARU consigned here yesterday from Calcutta 2,917 tons of pig iron, cotton, jute and bone meal for Japan, and 958 tons of gunny, wax and rice bran for Hongkong.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. INABA M. (European Line) left London for this port via Suez on the 9th April, and is expected here on the 19th May.

The N. Y. K. s.s. TSUSHIMA M. (Liverpool Line) left Liverpool for this port via Suez, on the 10th April, and is expected here on the 23rd May.

The N. Y. K. s.s. FUKUKAI M. (Bombay Line) left Bombay for this port direct on the 20th April, and is expected here on the 7th May.

The N. Y. K. s.s. AWA M. (Liverpool Line) left Glasgow for this port via Suez on the 23rd April, and is expected here on the 4th June.

The Pacific Mail S.S. Co. is in receipt of telegraphic advice from its Shanghai Office to the effect that the s.s. VENEZUELA, Voyage, 16 Oct, left that Port on the 30th ult., for Manila and may be expected here on or about Tuesday, May 11th.

The N. Y. K. s.s. PENANG M. (Liverpool Line) left Glasgow for this port via Suez on the 23rd April, and is expected here on the 9th June.

The N. Y. K. s.s. KAMO M. (European Line) left London for this port via Suez on the 24th April, and is expected here on the 2nd June.

The N. Y. K. s.s. KASHIMA M. (American Line) left Kobe for this port via Nagasaki and Shanghai on the 3rd May, and is expected here on the 11th May.

The N. Y. K. s.s. DELAGOA M. (Hamburg Line) left Singapore for this port on the 3rd May, and is expected here on the 9th May.

The N. Y. K. s.s. TANGO M. (Australian Line) left Sydney for this port via Manila on the 4th May, and is expected here on the 24th May.

The s.s. LAKE GILPEN (Calcutta Run) left Saigon on the 5th inst., and may be expected here on or about Monday, May 10th.

The T. K. K. s.s. TENYO M. arrived at Yokohama, on the 4th instant, and is sailing on the 7th instant for Hongkong, being due here May 16th.

The China Mail S.S. Co. is in receipt of a telegram from its San Francisco office advising that the s.s. RANKING sailed from that port on April 29th, in accordance with schedule.

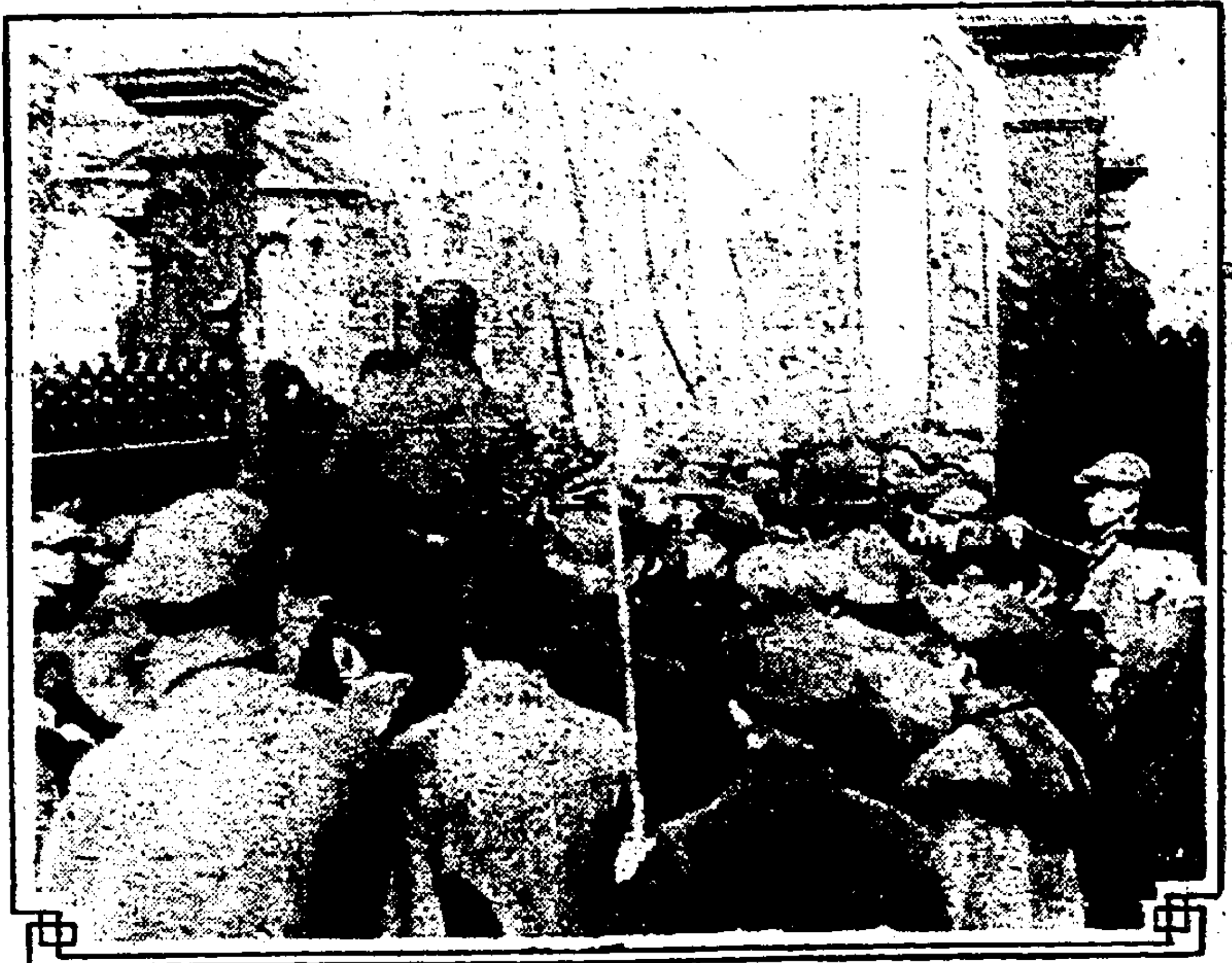
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TO-DAY'S PICTURES.



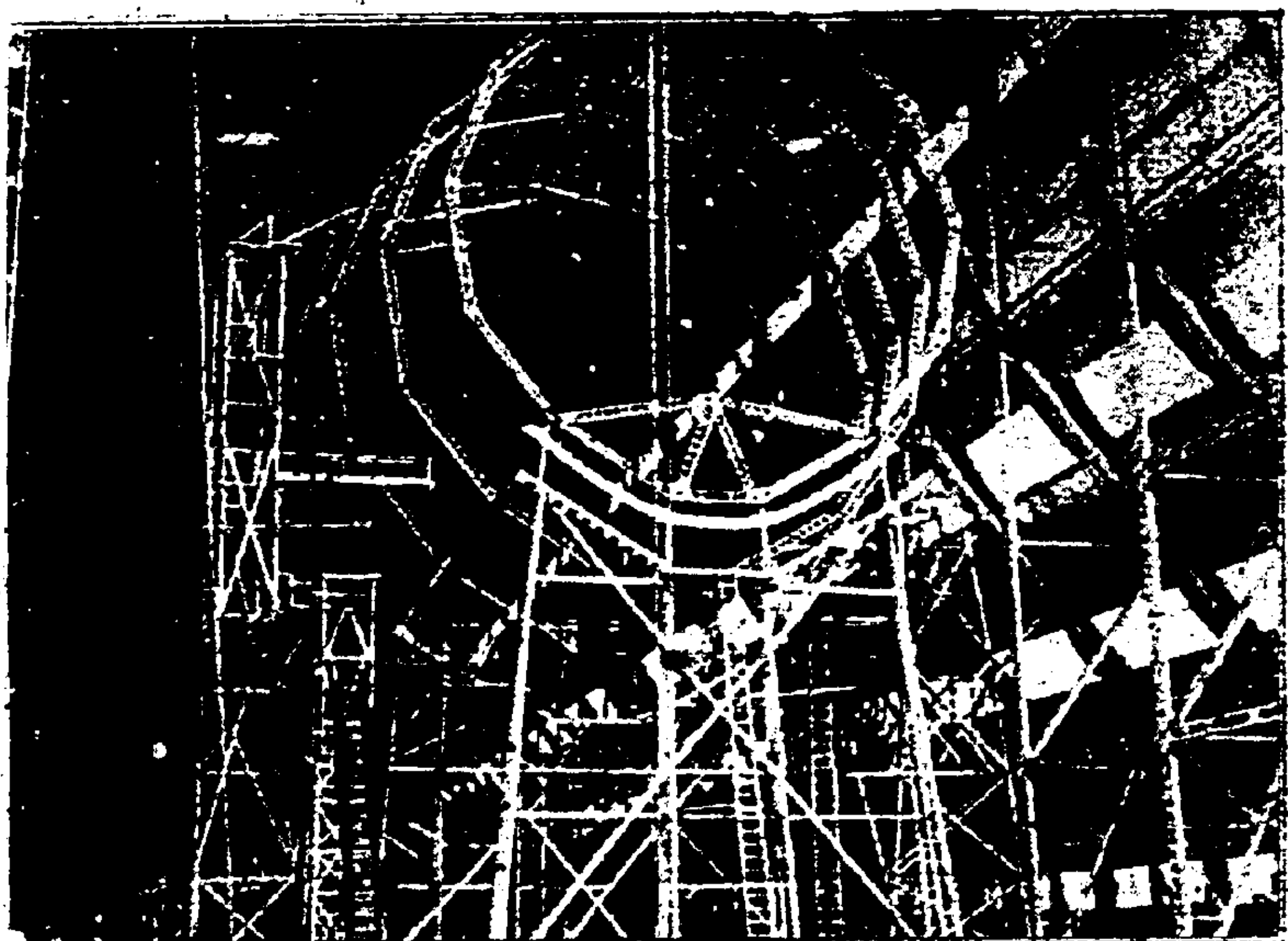
QUEEN AND BOY SCOUT.

The above picture shows Queen Mary talking to a boy scout at Wadsworth, where she recently inspected the Holiham Road Council Schools. On the left is shown Princess Mary.



JAPANESE UNREST.

A mob of Japanese labourers outside the Home Office demanding better working conditions.



HUGE NEW AIRSHIP.

Framework of the R-38, the largest airship in the world, which is being built for the American Government in England at a cost of nearly \$2,500,000 and which will fly to the United States when complete.



PRINCESS "PAT" AND HER BABY SON.

This charming photo, just taken at Clarence House, London, shows Lady Patricia Ramsay and her little son, who is only a few months old. It is the first picture taken of them.



IN BERLIN.

Photo shows two sand-rich boys in Berlin displaying an advertisement for the buying of gold and silver mark pieces, offering 11 paper marks for one silver and 350 marks for one gold piece.

DINGS OF THE DUFFS

The Investor is a Wise Guy When the Stock Is Up.

BY ALLMAN



